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A SCENE ON THE LANCASTER TURNPIKE IN DAYS GONE BY.

FROM ORIGINAL DRAWING BY DARLEY, IN THE HISTORICAL SOCIETY OF PENNSYLVANIA.

Pennsylvania:

THE GERMAN INFLUENCE
IN ITS SETTLEMENT AND DEVELOPMENT

A Narrative and Critical History

PREPARED BY AUTHORITY OF

THE PENNSYLVANIA-GERMAN SOCIETY

PART XXIII

THE WAYSIDE INNS ON THE LANCASTER ROADSIDE, BETWEEN PHILADELPHIA AND LANCASTER, PENNSYLVANIA

PUBLISHED BY THE SOCIETY

Publication Committee.

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The Wayside Inns

on the

Lancaster Roadside

between

Philadelphia and Lancaster

PART XXIII. OF A NARRATIVE AND CRITICAL HISTORY
PREPARED AT THE REQUEST OF
THE PENNSYLVANIA-GERMAN SOCIETY

BY

JULIUS FRIEDRICH SACHSE

LANCASTER, PA.
1912

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THE WAYSIDE INNS ON THE LANCASTER ROADSIDE.

IN provincial or colonial days the most important institution in our commonwealth, next to the church and school-house, was the wayside inn. Scattered as they were along the roadside throughout the province they were important beacons for the weary traveller, as well as a haven of rest and refreshment for the sojourner, whether farmer, drover, teamster or traveller upon business or pleasure bent. Many of these taverns or inns became important landmarks in both our social and political history, growing in the course of years from the lowly log tavern, to the stately stone turnpike inn of later years, in which important social functions were held. In many instances they were also polling places, and the meeting place of Masonic Lodges and similar organizations. Some also were favorite places for mass meetings

and political rallies, where the candidates held forth, occasions upon which the barrel of hard cider was ever in evidence to slake the thirst of the prospective voter.

Many of these wayside inns in Pennsylvania became known throughout the land for their good cheer, cleanliness and hospitality. The hosts or landlords of these houses of the better class were almost invariably Germans or Pennsylvania-Germans, and the culinary department was supervised by the wife of the innkeeper.

Everyone of these wives was a *hausfrau* in every sense of the word. Upon her devolved not alone the culinary department but the care and oversight of the whole establishment, except the bar, stable yard, and supervision of the hostlers and reception of the guests, which fell to her husband the landlord.

The meals at these inns, such as the Spread Eagle and Warren presided over by the Pennsylvana-German matron, as served were entirely different from the fare set out in the houses kept by other nationalities, for instance where in the other wayside inns, even of the better sort, regular fare consisted of fried ham, cornbeef and cabbage, mutton and beef stews and mush and molasses, bread half rye and corn meal, with occasional rump steak and cold meats, and tea. In these Pennsylvania-German inns we had such dishes as *Kalbskopf* (mock turtle) soup redolent with the odor of Madeira; *Sauer braten* a favorite dish of the Fatherland; *Schmor braten* (beef a la mode); *Spanferkel* (sucking pig stuffed and roasted); *Kalbsbraten* (roast veal filled); *Hammelsbraten* (roast mutton); *Kuttlefleck* (soused tripe spiced); *Hinkel pie* (chicken pot pie); *Apfelklöse* (apple dumplings); *Bratwurst* (sausage); applecake, coffee cake with its coat-

ing of butter, sugar and cinnamon, and many other dishes unknown to their English competitors.

To conduct one of these stands in turnpike days required quite as much executive ability as is required to manage one of the pretentious hostelries of the present day. The proprietors in many cases were men of intelligence and prominence in the community; even members of Congress and State Representatives are to be found among their number.

So closely were the lines drawn between the classes of the stage tavern and the wagoner, that no stage tavern would on any account permit a teamster to put up there for the night, for if it became known that a wagoner had stopped there it would be considered a lasting disgrace and would result in the loss of the better class of patrons.

From the earliest days in our history there were sharply defined lines in these wayside inns, as each class catered for special custom. Thus those of the better class were known as "stage stands," inns where the travelling public by stage stopped for refreshment, meals, and sometimes rest over night. Here also the relays were changed. Next in the scale came the "wagon stands," taverns patronized by wagoners or teamsters: here they "put up" for the night, feeding their tired teams, and in many cases sleeping upon a bag of hay upon the floor of the bar-room or barn. Another class were the "drove stands," where special accommodations were to be had by the drovers for their cattle, which were here watered, fed or pastured, until they were again upon the hoof towards their destination. Lastly, come the lowest class of the passing wayside inns, the "tap house," where the lowest class of the passing or resident public was catered to. These houses harbored such as none of the other classes would

entertain. The chief income of these "tap houses" came from the sale of bad spirits or whiskey. They were invariably kept by Irishmen.

In olden times all distances between cities and places were computed from inn to inn. Thus by referring to any old provincial almanac, tables like this will be found.

COPY OF AN OLD DISTANCE TABLE GIVING A LIST OF TAVERNS ON THE OLD LANCASTER ROAD OR KING'S HIGHWAY, WHICH WAS THE PREDECESSOR OF THE PHILADELPHIA AND LANCASTER TURNPIKE.

Philadelphia to	M.	Qts.	Prs.*
Colters Ferry	1	3	52
Black Horse	6	0	16
Merion Meeting	7	2	65
Three Tuns	9	3	66
The Buck	11	0	42
The Plough	13	3	48
Radnor Meeting	14	0	87
Mills Tavern	16	1	26
The Ball	19	3	62
Signe of Adr'l Warren	23	1	22
White Horse	26	1	18
Downing Mill	33	1	4
The Ship	34	2	30
The Wagon	41	0	0
John Miller at the Tun	47	1	50
Pequa Bridge	48	1	11
Dougles's Mill	49	2	20
Widdow Caldwells "Hat"	53	2	58
John Vernon's	60	0	52
Conistoga Creek	64	1	10
Lancaster Court House	66		

Another feature of these old inns of the days gone by were their sign boards which swung and creaked in their yoke, high upon a mast or pole set in the roadside. These sign boards were all figurative and in some cases painted by artists of note. The cause for the figurative feature was twofold; first, they were more ornate and could be better understood by the two different nationalites which

* Miles, quarters and perches.

LANDMARKS ON THE OLD LANCASTER ROAD.

"Ye PLOUGH," 13 M. 3 QRS.
"Ye WHITE HORSE," 26 M. 1 QR.

AN OLD TAVERN SHED.
"Ye BLUE BELL," 19 M. 3 QRS.

WITH DISTANCE FROM SECOND AND MARKET STREETS, PHILADELPHIA.

PHOTOS. BY JULIUS F. SACHSE, 1886.

made up our population than signs lettered in either German or English. Thus, take for instance, "The Black Bear"; a representation of this animal was known at once to either German or Irishman, while the words "Black Bear" would have troubled the former, while the latter certainly never would have recognized his stopping place if the sign board bore the legend: "Der Schwartze Bär." Secondly, but few of the teamsters or wagoners, irrespective of race, could read; nearly all had their orders to stop at certain houses, and they knew them by the sign board when they came to them. Then again, in some cases the name of the subject would be different in the High or Palatinate German dialect; thus, twelve miles from Philadelphia, there was a wagon stand upon whose sign board was painted a sorrel horse, and among the English-speaking teamsters the inn was known by that name; referring to a High German distance-table, we find it scheduled as "Braunes Pfed," the "Brown Horse." To the Palatinate wagoner, however, it was known as "Der Fuchs," "The Fox." This was not an isolated case, the inn often receiving a nickname which eventually found its way into the local distance tables.

Many of these signs were of a homely character, such as The Hat, The Boot, The Wagon, The Eagle, The Lion, The Cat, The Turk's Head, etc.

The drove stands usually had signs pertinent to their class of patrons, such as The Bull's Head, The Lamb, The Ram's Head, The Swan (black or white), etc.

The tap houses were known by such names as "The Jolly Irishman," "Fox Chase," "The Fiddler," "The Cat," etc.

The better class of inns or stage stands were usually named after popular heroes, such as "The King of Prus-

sia," "St. George and the Dragon," "General Washington," "General Paoli," "Spread Eagle," and the "Indian Queen." The names were sometimes changed, owing to political changes; thus, one of the most noted taverns on the Lancaster roadside, the "Admiral Warren," after the Revolution had the coat on the figure of the sign board changed from red to blue, and henceforth it was "The General Warren," in honor of the hero of Bunker Hill. Similar cases are upon record where the head of "King George," after the struggle for Independence, was, by aid of the painter's brush, metamorphosed into "George Washington."

The highest development of the wayside inn was reached when the Lancaster turnpike became the chief highway and the model roadbed in the United States.

Pennsylvania merits unquestionably the praise of having contracted the first stone turnpike in this country. It led from Philadelphia to Lancaster, it was 62 miles long; was commenced in 1792, and finished in 1794, at an expense of $465,000, by a private company, and it became the pattern for all subsequent hard roads in this country.

Originally nine toll bars ("Schlagbaume") were erected between Philadelphia and Lancaster, at the following distances, beginning at two miles west of the Schuylkill, viz., 2, 5, 10, 20, 29½, 40, 49½, 58½, Witmer's Bridge.

The Lancaster turnpike replaced the old Conestoga or King's road, which connected Philadelphia with Lancaster, the chief inland city of Penn's colony.

The following is a copy of an old distance-table giving a list of the taverns and landmarks on the old Lancaster road or King's highway, which was the predecessor as it were of the turnpike:

Philadelphia to	M.	Qts.]	Prs.
Colter's Ferry	1	3	52
Black Horse	6	0	16
Merion Meeting	7	2	65
Three Tuns	9	3	66
The Buck	11	0	42
The Plough	13	3	48
Radnor Meeting	14	0	87
Mills Tavern	16	1	26
The Ball	19	3	62
Sign of Admi. Warren	23	1	22
White Horse	26	1	18
Downing Mill	33	1	4
The Ship	34	2	30
The Wagon	41	0	0
John Miller at the Tun	47	1	50
Pequa Bridge	48	1	50
Dougless Mill	49	2	20
Widow Colwell's "Hat"	53	2	58
John Vernon's	60	0	52
Conestoga Creek	64	1	10
Lancaster Court House	66		

It was the purpose of this series of papers* to give the history of some of these old public houses, landmarks as they were, both legendary and documentary, showing the developments from the earliest hostelry, the "Blue Ball," in Tredyffrin Township, Chester County, established half way between the Schuylkill river and Brandywine creek, when yet the pack-horse reigned supreme, to the multitude of public houses for the entertainment of man and beast, often so close together on the turnpike that several could be found within a mile.

How the roadside inns and taverns increased on the new road between Philadelphia and Lancaster upon the completion of the turnpike between these two points, owing to the great increase of travel, is best seen by a comparison of the above list of the King's or "Old" road with a list compiled by the writer and appended to this paper, where it will be seen that the number of roadside

* 1886.

inns between the two cities had increased from fourteen on the old road to fifty and more on the turnpike.

In this list are given some of the names by which these landmarks were known to the German teamsters, drovers or travellers of that day.

The hard stone road, its white surface glistening in the sunlight, with its ever changing scene of life and activity, formed a picturesque and diversified panorama. In later days we have the Troy coach, swinging upon its leather springs, rolling along the hard road, drawn by four prancing horses; the Conestoga wagon with its broad tires; the slow-plodding six-horse team with tinkling yoke bells; the large droves of cattle being driven from the green pastures of Chester and Lancaster to the seaboard; the accommodation stage-wagon in contrast to the mail coach, and the farm wagon or "dearborn," with the farmer going to or from the city market; and many other features all contributed to this ever changing scene.

With the advent of the railroad with its iron horse the scene changed until within a few years the various turnpikes virtually became deserted highways, giving up to mere local travel—with road-bed neglected or abandoned until in some cases they became dangerous to travel.

While the wayside inns, once so important a landmark, gradually went out of existence, many of them struggling for some time as country boarding houses, or degenerating to the level of an ordinary country tavern, which in colonial times were places of importance, and now merely live in the traditions of the county, and vaguely in the memory of a few of a former generation still amongst us, it was to perpetuate such records and traditions that the writer gathered such as were available relating to the various hostelries as were, or had been on the Lancaster road and

turnpike within the bounds of Chester County. These records, forming a series of papers, were published in the "Village Record" of Chester County during the "80's" of the last century.

The two following papers, "The Spread Eagle" and "The Warren" have been selected for republication in the PROCEEDINGS of the Pennsylvania-German Society, as these hostelries were strictly representative Pennsylvania-German houses, kept by the Siter and Fahnestock families respectively. These two houses, stage-stands of the first order, where "entertainment was dispensed for man and beast," had not only a local reputation for elegance, but a national one as well, during the former turnpike days, until supplanted by the state railroad from Philadelphia to Columbia about the year 1836.

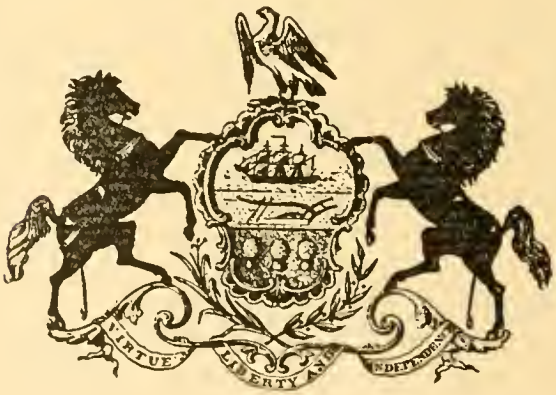
What is true of the old Lancaster turnpike applies also to the roads leading out from Philadelphia to Bethlehem and the northeast, and to the road to Baltimore and the south; many of the hostelries on these roads were kept by Pennsylvania-Germans, or men of German birth.

Of late years, long after the following stories were written, a new factor appeared with the advent of the twentieth century, namely the horseless carriage, which has had an unexpected effect upon our old turnpikes, so sadly neglected for many years, and in certain localities abandoned as unfit for travel. The advent of this factor, with power derived from gasoline, electricity or denatured alcohol, brought about a demand for good roads. The agitation for safe roads spread over the land, and resulted in many delapidated and neglected turnpikes being again surfaced and put in good condition for safe and speedy travel; among these reconstructed roads there is none finer than the Lancaster Turnpike from Philadelphia, through

what is known as the suburban district on the Pennsylvania main line; and it is now again, as it was when first built over a century ago, quoted as the model and specimen piece of road building, second to none in the state.

Whether this new condition of travel will eventually bring about the rehabilitation of any of our old colonial hostelries in a manner suitable to the needs of the twentieth century, or whether they will be supplanted by establishments like those at Bryn Mawr or Devon, remains to be seen.

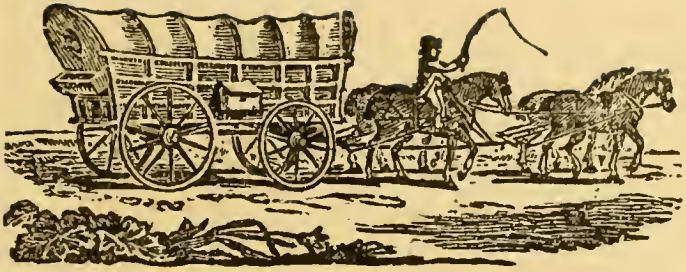
In the meantime, these sketches of days gone by may prove of interest to the autoists, both male and female, as they gaily spin up or down the old highway, in a luxury and speed undreamed of by the old wagoner, teamster or stagers of a century ago.

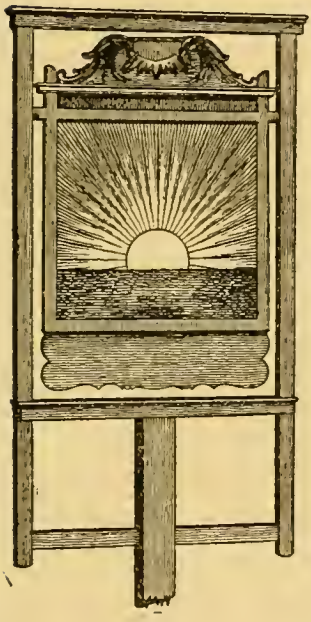


THE "RED LION" HOTEL (No. 10).

NEAR THE SEVENTH MILE STONE, IN THE VILLAGE OF ARDMORE.

FROM AN OLD PHOTOGRAPH SHOWING A PUBLIC VENDUE.





IN the old distance tables published prior to the building of the Philadelphia and Lancaster Turnpike the distances are given from the court house formerly at Second and Market streets. This course was followed in the early days of the turnpike. The milestones on the turnpike, however, commence from the Schuylkill River. Consequently in the later distance tables the locations of the old landmarks appear to be two miles less than on the older tables, the two miles being the distance from the court house to the west bank of the Schuylkill.

The following list of inns on the Lancaster turnpike is based on notes made by the writer during the year 1886–1887, when most all of the photographs were taken.

Many of these old landmarks have been changed since that time; some remodeled for the use of wealthy suburban residents; others, half in ruin, are occupied by foreign

laborers; some have been demolished, and a few have descended to the level of an ordinary country tavern.

In compiling this list every effort has been made to give the proper location of the various old wayside inns between Philadelphia and Lancaster.

Shortly after the turnpike and the permanent, or Market Street bridge, over the Schuylkill was completed, the stage coaches started on their journey from the corner of Eighth and Market streets.

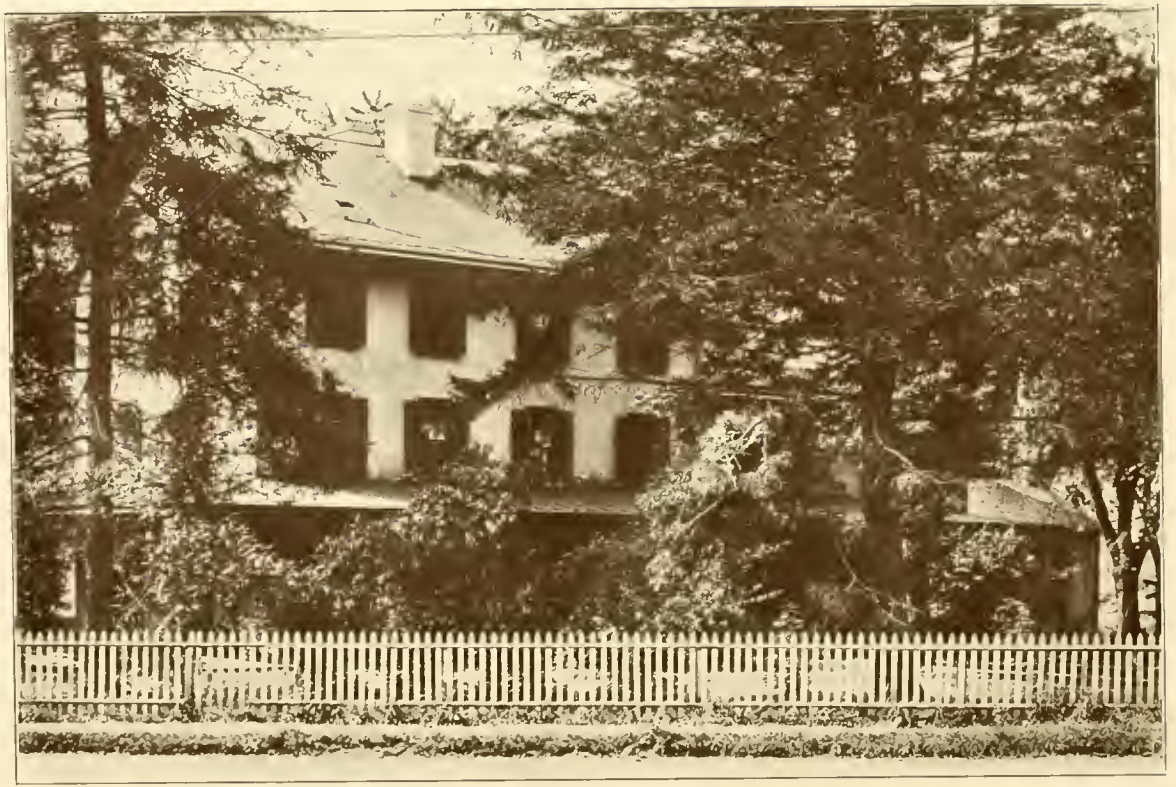
The traveller after crossing the Market Street (permanent) bridge over the Schuylkill at Philadelphia, on his journey westward, first passed:

1. **The Fish,** on the west side of the Schuylkill, which was kept by the Boone family.
2. **The Lamb Tavern,** built and kept by John Elliot. The exact location of this old inn is not known.
3. **The Rising Sun.** This was in Blockley Township, about two and a half miles west of the bridge.
4. **The Columbus Tavern,** built in 1798, by Col. Edward Heston for his son Abraham. It stood on the turnpike in Blockley Township, just east of Meetinghouse Lane, the present 52d Street.
5. **The White Lamb.** Opposite the fourth mile stone near the present Wynnefield Avenue. This building is still standing.

   In this vicinity, in later years there were several taverns of minor importance, which are not to be included in our list of the Wayside Inns. They were known as:

   HUGHES TAVERN.
   THE DURHAM OX.
   LUDWICKS.
   SHEEP DROVE YARD.

   These have long since passed away, nor can the



THE BUCK TAVERN (MILLERS), (No. 13).

ONE-FOURTH OF A MILE WEST OF THE EIGHTH MILE STONE, AS IT APPEARS IN 1912.

PHOTOGRAPHED BY GEORGE T. DONALDSON, 1912.

exact location be given with certainty at the present day.

6. **The Flag Tavern.** This was the first inn on the turnpike in Lower Merion Township, Montgomery County. The College of St. Charles Borromeo now covers part of the site. Near the fifth milestone.
7. **The Black Horse Tavern.** Also in lower Merion, Montgomery County, about four miles west of the river. It is said that the original Black Horse Inn was built on the old Lancaster road by a progenitor of the Wynne family. This is about one mile east of the old Friends Merion Meeting-house just over the city line.
8. **The Three Tuns.** In Lower Merion Township, Montgomery County, about two miles above Merion Meeting, seven miles from Philadelphia.
9. **The Green Tree.** In same township, about half a mile west of the Three Tuns.
10. **The Red Lion.** Also in Ardmore. This inn was for many years kept by the Litzenberg family. It is still kept at the present day as a saloon and tavern. It is about a quarter of a mile west of the seventh milestone.
11. **The Seven Stars.** In the village of Athensville, now Ardmore, also in Lower Merion, Montgomery County. Kept for many years by the Kugler family. It was upon the south side of the turnpike, near the seventh milestone.
12. **The Prince of Wales.** In Haverford Township, Delaware County. About half a mile west of Ardmore.
13. **The Buck Tavern.** On the south side of the turnpike, between Haverford and Bryn Mawr, in Haverford Township, Delaware County, ¼ mile west of

the eighth milestone, on the extreme verge of the county. This inn was a stage stand of the first order, and was renowned for its good cheer. It was kept for many years by the Miller family, and was appointed a post-tavern at an early day. In 1832 Jonathan Miller, the tavern keeper, was the postmaster.

14. **The Sorrel Horse.** In Radnor Township, Delaware County.

15. **The Plough.** Also in Radnor township. In later years, after being remodeled, became the residence of a Philadelphia capitalist. The location is about eleven miles west of the Schuylkill.

16. **The Unicorn.** Also known as "Miles Tavern," after the family who kept it for many years. It was also known as the "Irish" Tavern. The location of this old hostelry was a short distance below the fourteenth milestone on the turnpike, where both the old road and turnpike cover the same ground.

[*Note.* These three taverns—the Sorrel Horse, Plough, and Unicorn—all appear as landmarks on the old Lancaster road. Also on the early distance tables of the turnpike this would lead to the inference that at least the Sorrel Horse and Plough were reopened on the pike.]

17. **The Spread Eagle.** Radnor Township, Delaware County, on the border of Chester County, a few rods above the fourteenth milestone on the turnpike. This was a stage stand of the first order, and renowned for its cleanliness and good cheer. It was a post tavern and relay station. For many years this inn was kept by the Siter family. The hamlet of eight or ten dwellings and shops that grew up around the old inn was known as Siterville. In 1832

THE "BLUE BALL" (No. 22), NEAR 17TH MILE STONE.
"SPRING HOUSE" (No. 20), BET. 15TH AND 16TH MILE STONE.

"DROVE" TAVERN (No. 21), OPPOSITE 16TH MILE STONE.
"STAGE" TAVERN (No. 19), NEAR 15TH MILE STONE.

PHOTOS. BY JULIUS F. SACHSE, 1886.

Edward Siter was the postmaster. During the eighth decade of last century, the property was bought by the Drexel and Childs operation at Wayne and demolished.

18. **The Lamb Tavern.** The first inn on the turnpike in Chester County. It stood a short distance east of the fifteenth milestone, and was kept by the Lewis family. Many of the reminiscences of this vicinity were told the writer by George Lewis, then in his ninetieth year.
19. **The Stage Tavern.** On the hillside a little west of the fifteenth milestone. It was located upon what was claimed to be the highest point west of Philadelphia. Here the town of Glassly was laid out about the year 1800. The old inn was a wagon and drove stand, and was kept by the Beaumont family.
20. **The Spring House.** In the hollow, just east of Reeseville, now Berwyn. Kept for a time by a branch of the Kugler family. It was between the fifteenth and sixteenth milestones. In later years it was known as Peggy Dane's. The site is now covered by an artificial ice and cold storage plant.
21. **The Drove Tavern.** In Tedyffrin Township, Chester County, opposite the sixteenth milestone. It was kept by the Reese family, from which the settlement took its original name "Reeseville," now the flourishing town of Berwyn. The old signboard is now in the Pennsylvania Historical Society.
22. **The Blue Ball.** Prissy Robinson's, on the turnpike near the seventeenth milestone, now known as Daylesford. For years this old inn was kept by the notorious Prissy Robinson, who for years was a local character in this locality.
23. **The Black Bear.** For a time known as the Bull's

Head. This old inn stood on the south side of the turnpike where the road from Newtown Square to Howelville crosses the turnpike. It was a wagon and drove stand during the turnpike days and was torn down in 1877. The barn stood on the southwest corner of the road.

24. **The General Jackson** later **The Franklin.** On the north side of the turnpike at the eighteenth milestone. This old inn, still standing, was kept for years by a branch of the Evans family. Prior to the Antimasonic craze (1828–1832), the inn was known as a lodge stand, as a special room was set apart for society meetings, among which was "Farmer's Lodge, No. 183, Free and Accepted Masons," who met there from 1822 until about 1830. This inn is in Trydeffrin Township, Chester County.

25. **The Paoli.** Another of the celebrated stage stands on the eastern end of the turnpike. It was in Trydeffrin Township, Chester County, on the north side of the turnpike, just west of the eighteenth milestone. For many years it was kept by the Davis and later by the Evans family. It was the polling place for several townships, also the chief postoffice for this district. Samuel Davis was the postmaster in 1832. In later years the Paoli was used as a summer boarding house, presided over by Joshua Evans and Mrs. Davis. It was destroyed by fire some twenty odd years ago.

26. **The Green Tree.** Near the nineteenth milestone in Willistown Township, Chester County. This was a wagon stand in the early days. Its last boniface was Davis Gill, sheriff of the county. It was demolished in 1877 when the Pennsylvania Railroad was straightened.

REAR VIEW,
COURT YARD.

THE "PAOLI" (No. 25).

WEST OF THE 18TH MILE STONE.

FRONT VIEW IN 1888.
VIEW FROM THE WEST.

PHOTOS. BY JULIUS F. SACHSE, 1888.

27. **The Warren Tavern** [Admiral Vernon, Admiral Warren, General Warren]. In East Whiteland Township, Chester County, on the north slope of the South Valley Hill. It was near the twentieth milestone, and the first inn on the turnpike in the Great Chester Valley. It was one of the oldest inns west of Philadelphia, being on the King's Road in Provincial days, twenty-two miles west of the court house in Philadelphia. After the Revolution it was kept by a branch of the Fahnestock family from Ephrata, during whose régime its reputation was second to none in the state. In 1832 Charles Fahnestock was the postmaster. They were also the first innkeepers who refused to sell liquors on the Sabbath.

28. **General Wayne.** A wagon stand, near the twenty-second milestone, at the north side of the turnpike. On the inside of the barroom door the marks of the teamsters' whips could be seen, where, in former years, they tried their strength, and the cutting power of their whip lashes. This building is now used as a dwelling.

29. **The Steamboat.** On the north side of the turnpike, half a mile east of the twenty-fourth milestone. It is in West Whiteland Township, near the present Glen Lock Station on the Pennsylvania Railroad. At present writing the house is unoccupied and fallen into decay.

30. **The Sheaf of Wheat** [Sheaf—Barley Sheaf]. A wagon and drove stand near the twenty-sixth milestone.

31. **The Ship Tavern.** Near the twenty-seventh milestone in West Whiteland Township. Originally west of Downingtown, at a point where the Old Lan-

caster road and the new turnpike occupied the same ground. When the original *ship* was closed, the old sign was taken to the new location, and there for many years swung and creaked in its yoke by the roadside.

32. The General Washington. In East Caln Township, near the thirty-first milestone. Also known as *Downings* or the *Stage office* and on the old distance tables as *Downing's Mill,* thirty-three miles from the Philadelphia court house. This noted hostelry was at the eastern end of the village of Downingtown, on the north side of the turnpike at the junction of the Lionville road. This inn was the halfway station between Philadelphia and Lancaster, and occupied the same position on the successive roads between those two points. "Downings" was a "stage" stand of the first order. It is not known what effigy the signboard bore during provincial days. After the Revolution, however, it became known as the "General Washington," and the swinging sign portrayed the general and a civilian standing side by side. In early days this inn was also a postoffice. Isaac Downing was the postmaster in 1832. The building is now remodelled and used as a private residence

33. The Halfway House. A wagon stand on the south side of the turnpike, a short distance west of "Downings." The site of this old inn is now occupied by several store buildings.

34. The Swan Tavern. Also in Downingtown. It is on the south side of the turnpike, a short distance west of the above two hostelries. The old *Swan* has of late been remodeled and is now the chief tavern and saloon in East Downingtown.

THE "GENERAL WASHINGTON" (No. 32).

BETTER KNOWN AS "DOWNINGS."

NEAR THE 31ST MILESTONE. NOW (1912) A PRIVATE RESIDENCE.

35. **Gallagherville Tavern.** On the turnpike, near the thirty-third milestone.

36. **The Ship Tavern.** The original *Ship* Tavern was on the south side of the turnpike in West Whiteland Township, Chester County, about one mile west of Downingtown, near the thirty-second milestone, at a point where the old Lancaster or Conestoga road and the new turnpike occupied the same ground. When the original tavern was closed, the old sign was taken to the new location, near the twenty-seventh milestone, where for many years it swung and creaked in its yoke by the roadside, perforated as it was by the bullet holes made by continental soldiers during the Revolution. The original building is still standing, being used as a summer residence. Thomas Parke was the proprietor during Revolutionary times, and later was acquired by the Edge family.

37. **The Prussian Eagle.** On the east bank of the West Branch of the Brandywine, in Valley Township, now the flourishing town of Coatesville. In 1860 the inn was kept by J. T. Minster, since which time it has been enlarged and is now known as the "Speakman House." It is west of the thirty-sixth milestone.

38. **The Midway House.** Formerly on the turnpike just beyond the West Branch of the Brandywine. It was just east of the thirty-seventh milestone. The inn took its name from the fact that it was just half way or midway between Philadelphia and Columbia, the original termini of the old state railroad. In 1860 it was kept by A. Bear. Henry Conroy was also a former innkeeper.

39. **Hand's Pass.** (*The Cross Keys.*) This old inn, a wagon stand, was so named after its location. It

stood in what was in former days a wild and lonely spot on the hill side, then covered with heavy timber. It was near the thirty-eighth milestone. Tradition tells us that it received its name from the fact that General Hand had encamped there with a portion of Washington's army. The old hostelry was surrounded by a dense wood, and for some reason had an uncanny reputation, so much so that many teamsters avoided remaining there over night as much as possible. There were also a number of ghostly traditions current about this old inn during turnpike days.

40. **The Rainbow Tavern.** Between the thiry-eighth and thirty-ninth milestone. This was also a wagon and drove stand.
41. **The Barley Sheaf.** Noted on the distance table in Carey's Almanac for 1803 as being eight miles west of Downingtown. This would be near the thirty-ninth milestone.
42. **The Washington Tavern.** West of the fortieth milestone.
43. **The States Arms** (also United States Arms). This inn was in Sadsbury Township, on the north side of the turnpike, at the intersection with the road leading from the Conestoga and Pequea country to Wilmington. This inn, in the early years of the nineteenth century, was the last tavern in Chester County, where stages going west changed horses. The old inn was also known as a "lodge" stand, as here at the beginning of last century "Unity" Masonic Lodge, No. 80, held its meetings. It was between the fortieth and forty-first milestones.

OLD INNS ON THE LANCASTER TURNPIKE.

THE "STEAMBOAT" (No. 29),
BETWEEN 23RD AND 24TH MILE STONE.

THE "GREEN TREE" (No. 26),
NEAR 19TH MILE STONE.

TOLL BOOTH NEAR MALVERN.

THE "GENERAL JACKSON" (FRANKLIN), (No 24),
AT 18TH MILE STONE.

PHOTOS. BY JULIUS F. SACHSE, 1886.

44. **Sadsbury Hotel.** Also known as *Kendig's*, formerly as *Baer's*. Just east of the forty-first milestone, at the intersection of the Wilmington Pike. This inn was also one of the tavern postoffices. In 1832 John Kendig was the postmaster. At the present day it is used as a country tavern.
45. **The Black Horse Tavern.** Near the forty-second milestone in West Sadsbury Township. This inn was also used as a postoffice. In 1832 Samuel Jackson was the postmaster. House now owned by John Wallace Boyd.
46. **The General Wayne Tavern.** At the forty-third milestone. At the close of the war of 1812 John Petit was the owner of the Wayne with fifty acres of land. Being beautifully situated a company was formed to lay out a town in 1814. Petit sold his tavern and farm to Abraham & Company for $16,000, whereon they laid out a town and called it "Moscow." The turnpike became Cossack street for the nonce, while parallel and cross streets were given Russian names. The plot was gotten up in fine style, but flourished only on paper. After the bubble bursted the tavern property became the celebrated Moscow Academy, for many years presided over by Rev. ——. Latta. The milestone in front of this house is the first giving the distance both ways, viz., 43 m. to P.; 19 m. to L.
47. **The Cross Keys.** A wagon stand near the forty-fourth milestone from Philadelphia, the eighteenth from Lancaster.
48. **The Mount Vernon.** In Sadsbury Township, Lancaster County, between the forty-fifth and forty-sixth milestones, a short distance west of the Chester

County line. The inn is still kept as a licensed house, and stands at the intersection of the road leading from Christiana to Limeville.

49. Clemson Tavern. *"The Continental."* Formerly west of the forty-seventh milestone. This was also known as the "Gap Tavern." The house stood on the north and the barn on the south side of the tavern; and it was currently reported there was a tunnel leading from one to the other. It was the rendezvous of the notorious "Gap gang" broken up by the conviction of Amos Clemson, who died in prison, and others of its leaders.

50. The Rising Sun. Also known as *"The Sign of the Rising Sun"* and *"The Sign of the Rising of the Sun."* A tavern on the turnpike near the forty-eighth milestone at the crossing of the pike by the Newport road. The locality is still known as the Gap. The inn was a wagon stand for the teamster and wagoner. In 1801 it was kept by John Young, and for a time was the meeting place for a Masonic Lodge.

51. Slaymaker's Tavern. A noted stage stand and post house, on the north side of the turnpike between the forty-eighth and forty-ninth milestone. It was kept by a family from which it took its name. Amos Slaymaker was a member of the firm of Reeside & Slaymaker, who operated a line of stages on the turnpike before the time of railroads. In 1832 Wm. D. Slaymaker was the local postmaster.

52. Kinzer's Tavern. Between the forty-ninth and fiftieth milestone.

53. Williamstown. Between the fifty-first and fifty-second (tenth and eleventh) milestone, now known as The Vintage and is an ordinary country tavern.

THE RISING SUN TAVERN (No. 50).

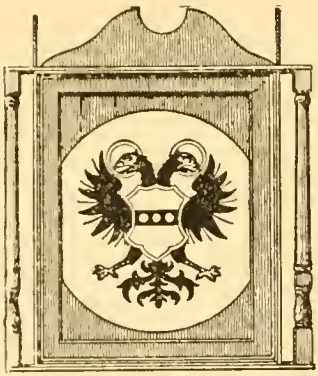
NEAR THE 48TH MILESTONE AS IT APPEARS IN 1912.

PHOTOGRAPHED BY J. D. HASTINGS, ESQ., 1912.

54. The Plow and Anchor. At Leaman Place between the fifty-second and fifty-third milestone (ninth and tenth). This Tavern was kept for many years by John Reynolds, an ancestor of General John F. Reynolds. The old inn is now the residence of Miss Mary Leaman, who still treasures the signboard of the old inn.
55. Paradise Tavern. Near the fifty-third (ninth) milestone.
56. Soudersburg Tavern.
57. Geiger's Tavern.
58. The Running Pump. Near the fifty-fifth (seventh) milestone, on what is now known as the Buckwalter farm.
59. Greenland Tavern. West of Mill Creek, between the fifty-eighth and fifty-ninth (third and fourth) milestone.
60. ——— Tavern. (Bridgeport.) East end of Witmer's Bridge over Conestoga River.
61. "Conestoga Inn" Tavern. West bank of Conestoga River at Witmer's Bridge.
62. The Swan at Lancaster. Kept by Col. Matthias Slough from 1761 to 1806. This noted tavern was built in 1754. This inn was a stage stand of the first order, and was the scene of many important gatherings, social, political and Masonic. The regular meetings of Lodge No. 43, F. & A. M., being held at the Swan Tavern from June, 1788, until June, 1792.

OLD INNS ON THE LANCASTER ROAD SIDE.

THE SPREAD EAGLE TAVERN NEAR THE 14TH MILESTONE



IN the extreme northwestern part of Radnor township, in Delaware county, on the Lancaster Turnpike, fourteen miles west of Philadelphia, formerly stood at the base, as it were, of the South Valley Hill, a large three-story stone building with porch and piazza extending along the entire front.

By the date stone, high up in the gable the wayfarer could still plainly see the year when the house was completed, the legend read "1796." This building, one of those monuments by which we may be able to trace the past, was formerly the justly celebrated "Spread Eagle Tavern," known far and wide to travellers from both continents; built, as the stone informs us, in the year following the one in which was completed the first link of

THE OLD SPREAD EAGLE INN (No. 17).

ON THE LANCASTER ROADSIDE PRIOR TO TURNPIKE DAYS.

FROM AN OLD ENGRAVING.

what was to be the first great National highway to the West, and at the date of the building of the Inn connected Philadelphia, then the Capitol City of the United States, with Lancaster, the second important town of the Commonwealth, and it may here not be amiss to say that to Pennsylvania's private citizens who subscribed almost half a million dollars to complete this great work of internal improvement, belongs unquestionably the praise of having constructed the first stone turnpike in the Union.

The turnpike at this point for a short distance occupies the bed of the old Provincial or King road. The present building supplanted a small rude stone house, which was kept as a house of entertainment by one Adam Ramsower as early as 1769. The following year he petitioned to have his license renewed. In his petition to the Court August 28, 1770, he says: "Your Honors hath been pleased for these several years past to grant me your recommendation to the Governor for a license to keep a public house of entertainment," &c. Anthony Wayne appears as one of the subscribers to this petition.

The following year Ramsower advertised the place for sale as shown by the following advertisement in a Philadelphia newspaper:—

"To be Sold

on Thursday the 26th of December instant A Valuable messuage, plantation and tract of land, situate in Radnor Township, Chester County adjoining the Lancaster road. Containing near 100 Acres of good land, about 16 miles from Philadelphia, about 70 acres are cleared and the remainder exceedingly well timbered about 14 acres of very good watered meadow, and an excelent Orchard that bears plentifully every year; the dwelling house is a large well

finished stone building, and a well accustomed tavern, known by the name of the "Spread Eagle" and is well accommodated with a barn, stables, sheds, gardens &c a pump of good water near the door, with trough to water creatures. Any person inclining to purchase may come and view the premises before the day of Sale, at which time the Conditions of Sale will be made known by

"ADAM RAMSOWER."

(*Pennsylvania Gazette,* Dec. 19, 1771.)

The next official knowledge we have of the tavern is the following curious petition, together with the quaint "certificate of character" which accompanied it when handed into Court.

"To the Worshipful Justices of Court of General Quarter Sessions of the Peace, held and Kept at Chester the 25th day of August, 1772:

"The petition of Jacob Hinkel of Said County, Humbly Sheweth:

"That your petitioner hath lately purchased the messuage and plantation where Adam Ramsower lately dwelt, situated in Radnor township, in said county, at which place a house of public entertainment hath been kept for a number of years past, known by the name of 'Spread Eagle;' your petitioner therefore prays that your honors will be pleased to grant him a recommend to his honor, the Governor, for a license to keep a public house of entertainment at the place aforesaid and your petition shall pray.

JACOB HINKEL."

"LANCASTER COUNTY SS.

"Whereas, Jacob Hinkel, tanner, the bearer hereof, who hath resided within the County for the term of 12 years,

is now moving to Chester county with the intention to keep a house of public entertainment on the road leading from Philadelphia to Lancaster at the noted tavern of the 'Spread Eagle' and whereas, the said Jacob Hinkel did petition to us subscribing magistrates and other inhabitants of Lancaster county for a testimony of his character whilst he lived in the said county, and also for a recommendation to the magistrates of said county of Chester.

"This is therefore to certify that the said Jacob Hinkel whilst he lived in said county acted the parts of a true and honest member of the civil government, and as such by virtue of our underwritten names, we do heartily recommend him to the worshipful, the Judges of the Peace of the County of Chester, etc, etc.

EDWARD SHIPPEN,
EMANUEL CARPENTER,
JAMES CLEMSON,
and ten others,

Lancaster, the fourth day of August, 1772."

At the commencement of the Revolutionary period the house was known as the gathering place of the patriots of the vicinity, while "Miles" old tavern, a short distance below, which had been rechristened "The Unicorn" and was then kept by a loyal Irishman, was patronized by the citizens who were either Tory or Loyalists.

During the alternate occupation of this territory by the opposing forces 1777–8, the house became somewhat of a land mark, several reports and letters in reference to the military situation being dated at, or mentioning the "Spread Eagle" tavern. During the encampment of the American army at Valley Forge the inn for a time was used

as an outpost, when the large chestnut tree on the West side of the Valley road, about fifty feet North of the present turnpike, was utilized as a signal station, or outlook for that picket; this tree still standing may easily be recognized on the road leading to the present railroad station; it also marks the boundary line between Delaware and Chester counties.

The inn continued in the possession of Jacob and Daniel Hinkel until 1778 and possibly until 1781, although no records are known to exist, stating who kept the house between those years. We know that one Alexander Clay was in charge, from 1787 until 1791, when Adam Siter appears, and he was followed by John Siter, during whose time the new house was built.

As soon as the turnpike was finished it at once became the main artery of travel between the East and West. As the line of the new road at some points deviated a considerable distance from the old provincial road many of the colonial inns which had been landmarks for a century became useless on account of their distance from the new turnpike, others which were still accessible did not come up to the needs or demands of the increased travel brought forth by the new state of affairs.

Of the numerous inns which were at once projected and built along the line of the new thoroughfare, the "Spread Eagle" Tavern was one of the largest as well as the most pretentious public houses between Philadelphia and Lancaster.

The first sign board of the tavern was supported by two tall masts planted on the south side of the road; and is said to have been painted by one of America's most distinguished artists. It was a representation of the outspread American eagle as depicted on the silver dollar of

that date with the shield of the Union on its breast, the wings extended, and grasping in one talon the arrows of war, while in the other the olive branch of peace; a blue scroll in his beak with the emblazoned legend "E Pluribus Unum" and thirteen stars for an event completed the gorgeous sign of the new candidate for the patronage of the traveling public.

Shortly after Martin Slough's successful attempt in 1795 to run a four-horse stage between Philadelphia and Lancaster, stage coach lines continued to increase on the new road, and the Spread Eagle at once sprang into popularity with the traveling public, as well as with the "wagoners" and "teamers"; for at that early day the furnishings and cuisine of the hostelry were probably unsurpassed in the State. It is said that during the summer and fall of 1798 when the Capitol city was again visited by the yellow fever scourge, our inn was crowded with members of the Government, as well as attaches of the accredited representatives of the foreign powers in Philadelphia.

It was not long before quite a hamlet grew up in the vicinity of the busy inn, besides the usual blacksmith and wheelwright shops, livery stable, barns and other outbuildings attendant to an inn of the first rank. There was a flourishing saddlery as well as a village cobbler and tailor. The large "Eagle" store on the opposite side of the turnpike still does a flourishing trade to this day. A post-office was located here at an early day and the hamlet became known to the world and on the maps and gazetteers of the day as "Sitersville."

The inn on account of its distance from the city became the stopping place of both mail, post and accommodation

stages for meals and relays, it being the first station west and the last relay station eastward.

It also was the usual breakfast station for the stages leaving Philadelphia at four and five o'clock in the morning. In 1807 the price charged stage passengers was 31¼ cents per meal while others were only charged 25 cents. The reason given for this discrimination was, that being obliged to prepare victuals for a certain number of passengers by the stage, whether they came or not, it frequently caused a considerable loss of time, and often a waste of victuals, whereas in the other case they knew to a certainty what they would have to prepare.

The expense of traveling by the stages from Philadelphia to Pittsburg at this period was $20 and 12½ cents for every pound of luggage beyond fourteen. The charges, by the way, for meals and lodging were about $7. The whole distance was 297 miles, and was performed in six days.

The expense by wagon was $5 per cwt. for both persons and property, and the charges by the way amounted to about $12. It would take twenty days or more to perform the journey by wagon.

The favorite liquid refreshments dispensed over the bar and drank by the hardy "wagoners" and travelers in these early times besides whisky, brandy, rum and porter, were such as "cyder" plain, royal or wine; "apple" and "peach" brandy; "cherry bounce," &c. Among the better class of stage travelers a good bowl of "punch" was always in order and never out of order.

It is not known just how long John Siter remained in charge. He was succeeded by Edward Siter, who for two years retired from the old inn, as is shown by following advertisement.

THE "SPREAD EAGLE" TAVERN (No. 17).

NEAR 14TH MILE STONE.

VIEW FROM SOUTHWEST

VIEW FROM SOUTH.

REAR VIEW FROM NORTHEAST

VIEW FROM NORTHWEST.

PHOTOS. BY JULIUS F. SACHSE, 1886.

"EDWARD SITER

Late of the Spread Eagle on the Philadelphia and Lancaster Turnpike road, takes the liberty of informing his friends and the public in general that he has taken that large store on South East corner of Market and Eighth Sts Number 226 in Philadelphia where he is now opening a good assortment of groceries, wholesale and retail on the most reasonable terms, where country produce will be bought or stored and sold on commission with punctuality.

He believes himself from his former conduct in business to obtain a share of publick patronage."

(*Federalist,* Dec. 9, 1812.)

Edward Siter was succeeded by James Watson for two years. But the venture of neither proving successful we find Edward Siter again in charge of the inn until the year 1817.

The following five years—1817 to 1823—David Wilson, jr., was the host. Zenas Wells kept the inn 1823, 1824 and 1825.

For a short time during the first quarter of the century, most probably while the house was in charge of Wilson or Wells, a change was made on the old signboard, another neck and head being added by a local artist, thus changing our glorious bird of freedom into one of those nondescript birds with two heads as used in ancient heraldry; this change is still fresh in the memory of several octogenarians who yet live in the vicinity. It is further said that this change was caused by some political excitement rife at that time. The new signboard, however, caused much merriment among the neighbors and wagoners, who could not see the utility of the change, and by them the house was nicknamed the "Split Crow," and in an article written about 65 years ago by Mr. George W.

Lewis (still living) the house is referred to by that name. After Edward W. Siter came in possession, in 1825, the signboard was again Americanized, and after being repainted remained until it was finally effaced by the action of the elements about the time the usefulness of the house as an inn had passed away.

Among the curious customs pevalent at this time, was for the smiths to burn their own charcoal, and it was not an uncommon sight for the traveler to see a charcoal kiln on fire back of the shops.

The continuing increase of travel and patronage soon necessitated the erection of more taverns; it is said they eventually averaged about one to the mile between the Eagle and Downingtown. The first of these new turnpike inns stood about three quarters of a mile west of the Eagle, on the eastern end of what was then known as the "Glassley Commons." The inn was known as the "Lamb"; it was established by John Lewis about 1812 or 13, who remained there for two years, when he was succeeded by the "Clingers," father and son, who remained in charge until the necessity for a public house there had passed away.

A few hundred rods east of the Eagle where the old road intersects the turnpike stood an old provincial inn, "The Unicorn." This house was built in 1747 by one James Miles. A license was granted to him in the following year. This inn was known on the early distance tables as "Miles Tavern," being 16 miles, 1 qr., 26 perches from the Court House in Philadelphia on the road to Lancaster, and is noted on the quaint pamphlet published by Wm. Bradford in Philadelphia in 1751. This building is no doubt still recollected by the residents of the township; also its destruction by fire on St. Valentine night,

February, 1872, attended unfortunately by the loss of a life, an old man being burned to death in the attempt to save some of his effects.

These two taverns just mentioned took most of the overflow which could not be accommodated at the Spread Eagle, still it is yet within the recollection of many persons when the yards of all three inns were filled to their utmost capacity with wagons, stages and teams, while the barrooms within resounded with the roystering song or ribald jests of the hardy wagoner.

The travel on the turnpike reached its height probably during the latter part of the '20's, just previous to the building of the Philadelphia & Columbia Railroad by the Canal Commissioners of the State. During this era all was life and bustle about the Inn; there was hardly a moment during the twenty-four hours of the day that there was not some travel past the Inn. It was a frequent sight to see long lines of Conestoga wagons going towards the city loaded with the products of the West or going in the opposite direction freighted with the productions of Eastern mills or foreign merchandise; these wagons were usually drawn by five stout horses, each horse having on its collar a set of bells consisting of different tones, which made very singular music as the team trudged along at the rate of about four miles an hour. Emigrants could also frequently be seen on their way, generally in companies for mutual assistance, going with their families and worldly possessions towards the new West—there to settle and found homes for their posterity. Large herds and flocks also furnished their quota to this ever moving living panorama.

Within the tavern all would be life and animation, on warm, fair nights the porch as well as the piazza above

was illuminated by large reflecting lamps, when on such occasions congregated the ladies and gentlemen who were stopping there either permanently or merely temporarily to while away the time and watch the life and bustle on the road in front of the Inn, as well as in the yard beyond; the shouts and activity of the hostlers and stablemen at the arrival or departure of the mail or post coach, the rapidity with which the horses were unhitched, or replaced by fresh relays after the passengers had refreshed themselves, the number of travelers on horseback or private conveyance, the occasional toot of a stage horn or ringing of the hostler's bell, all tended to form a continuous change of scene. In 1823 there were no less than eleven principal lines of "Land Stages," daily running on the turnpike to and from Philadelphia past the Eagle. These were known as the "Berwick," "Downingtown," "Harrisburg Coachee," "Harrisburg Stage," "Lancaster Accommodation," "Lancaster Coachee," "Lancaster and Pittsburg Mail," "Mifflin, Lewistown, via Harrisburg," "Philadelphia and Pittsburg via York," "Pittsburg via Harrisburg," "Philadelphia and West Chester" besides numerour lines of accommodation stages. The fare for way passengers was usually six cents per mile; through fare from Philadelphia to Pittsburg was $18.50 each way, meals and lodging extra.

The "Coachee" was a carriage peculiar to America, the body was rather longer than that of a coach, but of the same shape. In the front it was left open down to the bottom, and the driver sat on a bench under the roof of the carriage. There were two seats in it for passengers, who sat with their faces towards the horses. The roof was supported by posts placed at the corners, on each side of the doors, above the panels; it was open and to guard

OLD INNS ON THE LANCASTER TURNPIKE.

NOT IDENTIFIED.
THE "SHIP" TAVERN (No. 31), NEAR 27TH MILESTONE.

NOT IDENTIFIED.
MT. VERNON (No. 48), BETWEEN 45TH AND 46TH MILESTONE.

against bad weather; there were curtains made to let down from the roof and fasten to buttons placed for the purpose on the outside. There was also a leathern curtain to hang occasionally between the driver and the passengers. The Coachee had doors at the side, since the panels and body were generally finely finished and varnished.

As an instance of the importance of the Spread Eagle as a post town, a comparison of the receipts of the United States post office for the year ending March 31, 1827, shows there was a larger amount of postage collection there than at any other tavern post office on the turnpike east of Downingtown, viz.: $60.25. During the same period the collections at the Paoli were but $6.54.

In the year 1825, Edward W. Siter became the landlord of the Spread Eagle and remained until 1836, when Stephen Horne appears as the lessee, who had for some time been connected with the house.

On the evening of September 15th, 1834, an incident occurred which probably caused more excitement and sensation in the immediate vicinity of Siterville than had ever been known on any previous occasion within the memory of the oldest inhabitant. This was caused by the descent of Mr. James Mills' balloon, which had started on an aerial voyage from Philadelphia at half-past four o'clock in the afternoon. The following is the bold aeronaut's own description of what took place:

"Warned by the increasing obscurity of the world below I began to descend and at six o'clock and twenty minutes reached the earth in a fine green field, near the Spread Eagle, on the Lancaster Turnpike, 16 miles from Philadelphia. As I descended very slowly, two young gentlemen and Dr. M——, of Philadelphia, came to my assistance, and laying hold of the car in which I remained towed

me about a quarter of a mile to the tavern, where I alighted, balloon and passenger, safe and sound. Before discharging the gas, several ladies got successively into the car and were let up as far as the anchor rope would permit. The gas was let out and the balloon folded. In doing this a cricket was unfortunately included, and having to cut his way out he made the only break in the balloon which occurred on this expedition. Mr. Horne, of the Spread Eagle, treated me with great kindness, and Dr. M—— politely offered me a conveyance to the city, which I reached at one o'clock this morning."

After the completion of the railroad which was located at this point, about half a mile to the north of the turnpike, and the successful attempt at steam transportation, the decline of the Inn was rapid, the glory of the once noted hostelry waned year after year, and it soon became merely a cross road country tavern with no patronage except what the laboring population in the vicinity supplied.

The only exception to this desolation was during the winter when the sleighing was good then for a time the old tavern would for a short period be galvanized into a new life as it were. Open house would be held all night; four to six musicians were in attendance, and as sleigh load after sleigh load of young people would arrive to refresh themselves and enjoy a dance or two, some of the old scenes of life and activity approximating the former glories of the tavern were reproduced. To such as participated in any of these parties the cheerful rubicund face of the host will no doubt be recalled, whether it was Ned Siter, Steve Horn, or Benny Kirk. However even these sleighing parties are now things of the past, and almost unknown to the present generation in the vicinity.

After changing ownership many times the Inn finally

came into possession of George W. Childs, of Philadelphia, who bought the property so as to prevent anyone obtaining a license for the sale of liquor so near his venture at Wayne station, a short distance below on the turnpike.

In the following Summer the use of the building was given by its benevolent owner to the Managers of the Lincoln Institution of Philadelphia as a Summer home for the large number of Indian girls who were being trained and educated by that Institution. Fears had been entertained by the Managers and patrons of the Institution that a hot Summer in the city might prove disastrous to the Indian children, so it was determined to try the experiment of sending the girls to the country for half the year provided such removal would in no way interfere with their training or studies. Therefore the Managers of the school concluded to accept the kind and opportune offer of Mr. Childs allowing them the use of the old Inn and surrounding grounds free of charge. It, however, cost the Institution over a thousand dollars to make the former hostelry habitable and suitable for their purpose. It was not long before almost a hundred girls were so established in their new temporary home and the experiment from the very start proved itself a complete success.

The old Spread Eagle once more became a point of attraction, not only with the residents or sojourners in the vicinity, but also for the curious and sympathetic, some from a remote distance. Public religious services were held every Sunday at Wayne Hall; these services were always largely attended, on which occasion the choir, music and the responses, according to the ritual of the Protestant Episcopal Church, were entirely rendered by the Indian girls, who seemed to thoroughly comprehend the meaning of the services.

It was a beautiful, yet strange spectacle to see these dusky maidens, descendants of the aborigines, going two by two, from their services, as they trudged along the smooth white turnpike, sober and demure with their prayer book and hymnal in their hands; where but a little over two centuries ago their people had roamed and hunted free and undisturbed by anything approaching civilization, as monarchs of these glorious hills and valleys. Now no vestige of this former race remains but an occasional arrow dart ploughed up by the husbandman as he tills the soil. During these two summers several traveling Indian bands that visited Philadelphia also visited the school at the old Inn, and it is said that the impressions made upon their minds, and the reports they made when they returned home were of the greatest use to the school. Probably the most noteworthy and interesting of the visits was the one when the celebrated "Sitting Bull" accompanied by his band, all resplendent in scarlet blankets, leggings and feathers, with faces and hands daubed and streaked with vermilion and chrome yellow, came and spent a few hours at the old inn; quite a feast was prepared for them by the Indian girls which they seemed to enjoy, still not a muscle moved in their stolid countenances which could be construed as either showing approbation or displeasure.

One of the most interesting events during the sojourn of the Indian girls at the old tavern was the entertainment given on the evening of September 24, 1884, at Wayne Hall. It consisted of a series of twenty-two tableaux illustrative of Longfellow's beautiful poem of Hiawatha. The Rev. Joseph L. Miller, chaplain of the institution, read those portions of the poem descriptive of the scenes as presented by the dusky children. There were 10 characters represented in the tableaux. All the scenes passed

OLD INNS ON THE LANCASTER TURNPIKE.

GALLAGHERVILLE.
REAR VIEW OF THE "GENERAL WAYNE."

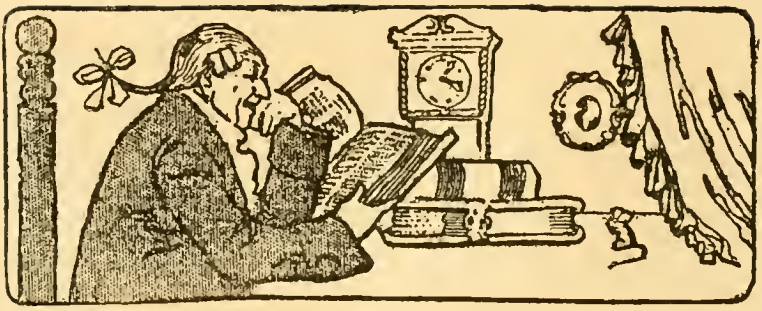
GALLAGHERVILLE TAVERN (No. 35), NEAR 33D MILE STONE.
THE "GENERAL WAYNE" (No. 28), NEAR 22D MILE STONE.

PHOTOS. BY JULIUS F. SACHSE, 1888.

off successfully, and were well applauded by the large audience present. Among the most vivid pictures were "The Indian's Home," Hiawatha's "infancy" with an Indian Lullaby, and "Hunting," "The Ambush," "Hunters' Return" and "Lover's Advent." The "Wedding Feast," with its songs and dances were the crowning features of the evening. In this scene the stage was filled with the girls and boys of the institution all in striking costumes brilliant in color and beads, feathers, tassels, fringes and other trinkets. A wedding song was sung, then came the dance, after which a chorus of over thirty Indians sang a hymn in the Dakota language.

The old tavern was used by the Lincoln Institution during the years 1884–5, when after several vain attempts on part of the managers to buy the property from Mr. Childs, they vacated the old Inn and purchased ten acres of woodland on the northern slope of the south Valley hill, about 1½ miles northeast of the old inn, where they erected three large buildings as a permanent summer school; this is now known as "Po-ne-mah."

The suburban village and improvements which have sprung up on all sides of the old hostelry, with the attendant pleasure travel, on the turnpike now again put in first class condition by the Lancaster Avenue Impovement Company, so far have had little effect on old "Siterville." At the present writing (1886) the old inn though in good repair is closed and without an occupant, and looms up on the roadside like a dark and sombre relic of the past, with nothing to remind the present generation of its departed glories.



THE WARREN TAVERN NEAR THE 20TH MILE STONE.

THE traveller of the present day on the Lancaster turnpike, after leaving the "Green Tree," or Duffryn Mawr, crosses under the railroad where the old deserted stone road now running, north to the rival highway with its quadruple tracks, which so completely supplanted it, here commences his descent into the Great Chester Valley, winding around the hillside. After passing the Green Tree store, so long presided over by the Bakers and Philips, and the new hall of Thomson Lodge, No. 340, F. & A. M., the twentieth mile stone with the attendant toll-booth, is soon reached. At this point the pike enters a gorge in the chain of the South Valley hills, and at the foot, after crossing the long stone bridge over the rivulet which pours down the hillside through the ravine which here intersects the

THE WARREN TAVERN (No. 27), NEAR 20TH MILE STONE.

THE WARREN SHOPS.
RUINS OF BARN.

RESTING PLACE OF THE FAHNESTOCKS.
THE WARREN TAVERN IN 1886.

PHOTOS. BY JULIUS F. SACHSE, 1886.

other, there may be seen in the small valley thus formed a commodious house, of ample dimensions, two stories in height, capped by a sharp gable, pierced with three dormer windows, the enclosure within the bounds of the snow-white picket fence (1888) dotted with numerous outbuildings—the evergreens of stately growth, all tend to attract the attention of the traveller of the present day, and give the stranger an impression that the structure is one of more than ordinary importance, and a well-preserved relic of a former period—perhaps dating back to the Colonial period, and that it was the home of some brave, sturdy soldier of the Revolution, who wore the blue and buff, and on many a field performed deeds of valor and prowess while opposing the hireling invader.

In the first surmise the stranger would be correct. The house in question, and the more primitive structure which it replaced, was for over a century one of the best known landmarks on the Lancaster roadside. When first opened as a public house in the fourth decade of the last century, the sign-board as it swung and creaked in the wind bore the image and name of Admiral Vernon. This was, however, soon changed to the Admiral Warren. After the Revolution, in turnpike days, it was known to all travellers as the "Warren," the British Admiral giving place on the sign-board to the patriot general, who died for his country on Bunker Hill. After the turnpike was completed toward the close of last century, it was not long before the house became a tavern stand or stage house of the first class, being equaled in reputation and patronage only by the "Eagle," "Paoli" and "Downings"; the reputation of the "Good-cheer" and the cleanliness of the bedding made it one of the most desirable stopping places on the thoroughfare. Among the guests who patronized the inn, and

who found shelter under the hospitable rooftree, drank the wines, and enjoyed the products of the larder, were to be numbered presidents, judges, foreign potentates, and the most distinguished travelers from this and foreign climes.

The scenes of life and activity then to be seen daily in the "tavern yard" in front of the hostelry were not surpassed at any other point on the road; the arrival and departure of the stagecoaches, the genial host "Funnystock" always present to greet the new arrivals, or to wish the departing ones bon voyage; the bustling hostlers and stablemen, together with the shouts of the drovers, busy in the large cattle pens, stables and shelters, then on the opposite side of the turnpike, the passing teamsters, with strings of tinkling bells on the horse yokes, all tended to make up the ever-recurring scenes of excitement at this renowned halting place on the Lancaster roadside.

When, however, in the course of time the stone age of travel, as the turnpike days may well be called, was superseded by that of iron and steam, the Warren, in common with its chief competitor the "Spread-Eagle," was left stranded far from the new road, and soon the inn from being one of the most busy spots between Philadelphia and Lancaster rapidly fell into decay, and after the withdrawal of the stagecoaches dropped to the level of an ordinary cross-road country tavern, and at the present day all that is left to remind the present generation of even the existence of such a noted landmark is the name of the local postoffice, viz.: "Warren Tavern," and even this is in danger of being before long a thing of the past, as lately there has been started a movement looking to a change of name, as was the case with the "Spread-Eagle" by some supercilious newcomers, on whose sensitive ears the word

OLD INNS ON THE LANCASTER TURNPIKE.

"HALFWAY" HOUSE, DOWNINGTOWN (No. 33),
NEAR 31ST MILE STONE.

SWAN TAVERN, DOWNINGTOWN (No. 34),
NEAR 31ST MILE STONE.

THE "SHEAF OF WHEAT" (No. 30),
NEAR 26TH MILE STONE.

ORIGINAL "SHIP" TAVERN (No. 36),
NEAR 32ND MILE STONE.

PHOTOS. BY JULIUS F. SACHSE, 1886

"Tavern" seems to grate harshly, and who have no idea of the derivation of the name, and who if they achieve their object may perhaps succeed in replacing the name of the revolutionary hero with that of one of his British of Hessian opponents, a proceeding which would be entirely in keeping with the course pursued by the Anglo-maniacs who have lately cropped out among us.

How in 1733 the great road from Lancaster was laid out to a point in Chester County, near the "Sign of the White Horse," and the action taken by the residents of Tredyffrin, Easttown and Willistown and adjoining townships to have the road completed to the Schuylkill has been set forth in the preceding articles. It was not until November 6, 1741, when the final return of the commissioners giving the route to the Schuylkill was presented to Lieut. Governor George Thomas and Council. By this report we find that the new road was laid out eastward from the "Sign of the White Horse" along the old road "until near Robert Powell's House, then leaving the old road, and on George Aston's land south 72 degrees, east 200 perches to a run, thence 80 perches, whence it again meets the old road, then on it south 33½ degrees, east 21 perches, then in Willistown south 33½ degrees, 20 perches, &c., &c."

By the above survey it will be seen that at the time there was no house on the site of the Warren, or mention would certainly have been made of it. It is safe to assume that George Aston built the house as soon as the road was open for travel, at the point where the road crossed the run, and the ascent of Valley Hill commenced through the notch, or gulf before described. This was not until 1743–4, and in the latter year we find Aston a resident of East Whiteland, as well as a prominent member of St. Peter's congregation in the Valley. He was also an active factor

in building the stone church (St. Peter's) in the Valley. The church records state that: "April 15th, 1745, was held a vestry in St. Peter's Church, which was the first there ever held." George Aston is among those chosen as vestrymen, and in the subsequent allotment of pews No. 4 fell to his lot. He was the eldest son of George Aston, who purchased 500 acres of land, and settled in Caln. He was a prominent citizen, and served as one of the justices of the county from 1724 to 1729. In the administration of his office he, however, seems to have been too zealous by encouraging litigation where it should have been avoided. Complaint of this fact being made, and coming to the knowledge of Hon. Patrick Gordon, the Governor acquainted the board that it was necessary that a new commission of "the Peace for Chester county should be issue, and that he had some very good reasons for leaving out one, viz: George Aston, who had acted but too much, &c."

George Aston, the elder, died in 1738, leaving two sons and three daughters. George, the eldest, and builder of the old wayside inn, married a daughter of Owen Thomas, of East Whiteland, and became the owner of the property now known as the Warren property. Application for license was no doubt made to the Court as soon as the house was ready for occupancy. This was granted in 1745. The inn was located, as was then the universal custom, near or at a running stream of water, and situated about midway between its rivals—the "Blue Ball" and the "Sign of the White Horse"—became from the start the stopping place for the churchmen and missionaries as they journeyed along the road. The house when first licensed was named the "Admr. Vernon," after a celebrated British naval officer, Sir Edward Vernon, the hero of Porto Bello, and who in view of his achievements was

then the idol of England. With the outbreak of the French and Indian troubles, the gallant capture of Louisburg, June 17, 1745, followed by the victories over the French fleet in 1747 by Admiral Peter Warren, K.C.B., the latter soon became the ideal hero of the war party in the province, of which Aston was a prominent member; and it was not long before the former hero was supplanted in the minds of the people by the latter, whose deeds of valor were performed really to protect the colonies.

The change on the sign board of our wayside inn was probably made in 1748 when Aston relinquished the house to one Daniel Goldsmith, who rented the inn. It appears from the records that for some reason, not stated, the new host was refused a license by the Governor in the next year, 1749. George Aston then again took charge, but when the French and Indian troubles broke out in 1753, threatening the lives and homes of the inhabitants of the Chester Valley, while the Governor and the council were squabbling as to whether there should be any defence or not, George Aston was among the first men in the county to form a company for the defence of the province, and with them did his duty well in checking the infuriated savages in Northampton County.

In the account of the public expenditures of the day we find an entry, March 2, 1756, where the Assembly voted £240, 15s. 4d. "to Captain George Aston for himself and his companys pay."

On account of Captain Aston's prominence as a military man, the house now became a rendezvous and center for the military as well as the church party in this section of the county. In most of the local military documents from

Braddock to Stanwix we find "George Aston's" noted as a landmark and stopping place. Aston's son, Owen, became the County "Wagon Master," while in Roger Hunt's account book of 1759, who was a brother-in-law of Captain Aston's, we find frequent reference to "George Aston at ye Admiral Warren."

Aston appears to have kept the house during these troublesome times, when the French and Indians inspired so much fear in the community, until 1760, when he was succeeded as host by one Peter Valleau. Three years later Aston and his wife sold the property to Lnyford Lardner, of Philadelphia, a brother-in-law of Richard Penn, and who was the agent of the Penn family in America. Valleau continued until 1767. Nothing of note is known to have occurred during his occupancy.

He was succeeded by Caleb Parry, who deserves more than a passing notice. He was the son of David Parry, of Tredyffrin, whose father, James Parry, donated the ground on which the Great Valley Presbyterian Church was built. During the French and Indian times David Parry was one of the associators, and the lad, Caleb, no doubt imbibed much of his military spirit from him, and at the very outbreak of the Revolution we find Caleb Parry commissioned as Lieutenant Colonel in Colonel Atlee's "First Regiment of Pennsylvany Musketry," recruited mainly from among the Presbyterians in the Chester and Pequea Valleys. He was active in all the military operations around New York, which culminated so disastrously to the patriot cause, and on the memorable 27th of August, 1776, in the engagement known as the Battle of Long Island, Colonel Parry was numbered among the slain, as his brother officers stated, "Dying like a hero." An account of the affair states:

THE "CROSS KEYS" (HAND'S PASS), (No. 39), NEAR 38TH MILESTONE.

THE "STATE'S ARMS" (No. 43), NEAR 40TH MILE STONE.

"SADSBURY" (BAER'S OR KINDIGS), (No. 44), NEAR 41ST MILE STONE.

THE "RAINBOW" (No. 40), BETWEEN 88TH AND 39TH MILE STONE.

PHOTOS. BY JULIUS F. SACHSE, 1886.

"The men shrunk and fell back, but Atlee rallied them and Parry cheered them on and they gained the hill. It was here, while engaged in an officer's highest duty, turning men to the enemy by his own example, that the fatal bullet pierced his brow."

To return to the roadside inn during the second year that Parry was in charge, a danger threatened the inn. This was nothing more or less than the petition for license of a new house between the Warren and the Blue Ball. Parry fearing this would injure his business appealed to his landlord, Lynford Lardner, to use his influence with the Governor to prevent a license being granted to Joshua Evans, the new applicant. Lardner in pursuance to the request sent a protest to the Court, in which he states that about six years before he had purchased the estate of George Aston and wife, three and a half miles from "Blue Ball" and three miles from "White Horse," and he feared the establishment of another tavern between his and the Blue Ball would discourage his tenant, &c. The protest, however, did not avail, as the license was granted and the "General Paoli" was the result. Parry remained at the Warren for another year after the Paoli was opened, when he resigned in favor of Isaac Webb, who was there 1771–2–3. He was also a renter and was followed by Samuel Johnson, in 1774. In this year Lynford Lardner, the owner of the property, died October 6th, and his will, proved October 25, 1774, following curious provision is made. He orders that his executors "do sell and dispose of the iron works newly erected, known as the Andover Iron Works, in the Province of New Jersey, and also my messuage and tenniment, commonly called by the name of Warren Tavern, in the county of Chester, and the plantations and lands thereunto belonging, which I purchased

from George Asheton and wife, for the payment of just debts, and for other purposes in this, my last will, &c., &c."

In pursuance with the above provision, Catharine Lardner and John Lardner, the executors, November 2, 1776, conveyed the "Admiral Warren plantation, in Whiteland township," to Hon. John Penn, of Philadelphia.

Samuel Johnson was the tenant until the property was transferred to the new owner, when he was succeeded by Peter Mather, a man of strong Tory proclivities.

During the term of Webb and Johnson the old inn seems to have lost prestige. This was partially caused by the "General Paoli" becoming the favorite gathering place of the patriot spirits, with which the locality abounded, while the Warren and the Unicorn, seven miles below, had the reputation of being loyal houses.

Local tradition tells us that the Warren became the gathering place for the Tories in the vicinity, and such persons as were disaffected to the patriot cause. Further that after the outbreak of active hostilities, meetings were frequently held in the house, where British envoys, or officers, were present, and information which had been obtained was sent to the enemy. Notable among the visitors to the inn at the time was the talented, but unfortunate, Major Andre, who was then a paroled prisoner of war at Lancaster, and who had the liberty of certain roads, among which was the Philadelphia road to within a point twenty miles from the city.

What good use Andre made of his parole may be surmised, when it is known that he is said to have mapped the country and suggested the capture of Philadelphia by way of the Chesapeake and Great Valley, the plan so successfully carried out by Howe and Cornwallis in the Fall of 1777.

In the year 1777, when it was destined that the tide of war should surge through our fertile valley—then the garden of Pennsylvania—the house was in charge of Peter Mather, who, if our traditions be true, was like his predecessor, a strong tory. This is further strengthened by the fact that when the British Army was quartered in the valley Mather was one of the few who appears to have suffered no loss, while his immediate neighbors lost almost all of their possessions.

On the eventful night of the 20th of September, when the cohorts of the enemy under Grey, accompanied by his aid, Major Andre, silently marched up the Swedeford road, they wheeled to the left at the road which led to the Warren, where a halt was made, and to divert suspicion from the real traitors who guided the advance, the patriotic blacksmith at the shops, then situated on the south side of the old Lancaster road just north of the present turnpike bridge, was forced to get out of his bed and accompany the column. This dreadful occurrence of this dark night it is unnecessary to repeat here, as they are well-known in history as the "Massacre at Paoli," and have been graphically described by more able pens than that of the writer.

After the British had left the vicinity Mather, the inn keeper, was publicly charged by his neighbors as being responsible for the massacre, also of having guided the British. Both of these accusations he strenuously denied, producing proof that he had not been out of the house during the night. In confirmation of his statements are the two facts, viz.: First, that in no known British letter, report or account is mention made of Peter Mather, or his connection with the attack; second, that notwithstanding the suspicion attached to him he was permitted to continue to live in the house and keep the inn for a number of years. The

place, however, was shunned and avoided by most of the residents of the vicinity, and the inn keeper drew his patronage from the chance travellers on the road, who knew nothing of the odium common report attached to the unfortunate Boniface. From these facts it may be surmised that the enterprise was not a financial success.

About the close of the Revolutionary war there was considerable excitement throughout the county in reference to the proposed removal of the county seat from Chester, on the Delaware, to a more central part in the county. There were three points suggested, all being public houses, viz.: "Downing's," the "Turk's Head" (now West Chester), and the "Admiral Warren," with the chances in favor of the latter on account of its position in the Great Valley, and being within easy reach from all points in the county; but the fact that the property was owned by one of the Penn family, together with the state of the popular feeling towards anything which savored of the old régime, precluded the acceptance of the locality on any condition. Notwithstanding the activity of John Penn's agents and friends the agitation of the matter only tended the more to incense the populace against the old inn; consequently, when in 1783, the Assembly passed an Act (March 19) doubling the rates of all tavern licenses, the outlook became still darker for Mather. He, however, held out until the property was sold, when he made a sale of his personal effects and went to West Chester. Shortly after the removal of the county seat there he kept a licensed house within the new borough, again succeeding, it is said, the very man—Isaac Webb—who had occupied the "Warren" prior to Mather. In the new location his expectations again failed to be realized, so after remaining for a year or two he seems to have drifted to the city, where his

THE LANCASTER TURNPIKE AT 43D MILESTONE—"OLD MOSCOW."

MANTUA ACADEMY NEAR 43D MILESTONE.
THE "GENERAL WAYNE" FROM SOUTHWEST.

THE "GENERAL WAYNE" (No. 46) AT 43D MILESTONE.
THE "LATTA" HOMESTEAD.

ill fortune followed him; as the people who knew him were wont to say "God frowned on him," so he fell lower and lower in the social scale. First he drove team or dray, but finally in his old age came down to pushing a hand cart or wheelbarrow, and even here the boys were wont to make his existence miserable by calling after him "Here we are and there we go," and "Remember Paoli."

The ownership of the old Roadside Inn now passed into the possession of the Fahnestock family, in whose hands it was to remain for more than half a century, and reach a renown and popularity second to none of the sixty odd hostelries on the roadside between the city and Lancaster.

Many are the tales told of how Fahnestock bought the house; how the vendue crier refused his bid on account of his uncouth appearance as he stood there in his long coat of undyed homespun, secured by large hooks and eyes in lieu of buttons; his long straggling beard and hair but partly hidden by his broad brimmed hat, his homemade cowhide boots, and worse than all he was clad in a pair of pantaloons, a fact which made him the butt of all present. Then how he produced the bright jingling coin, and told the crier that if his bids wouldn't count his money would, and the subsequent discomfiture of the vendue crier. These tales and many more of a similar import were told and retold in the barrooms, and to travelers in stages along the road until they were as current on the pike as they were among the children of the cross-roads school, or among the old crones who sat besides the hearth, "A whirling their wheel, or quilting the coverlids."

The true facts of the case are that John Penn, the owner of the property, was anxious to dispose of the whole property. This by some means became known to Casper Fahnestock, a member of the German Mystic Community at

Ephrata, and resulted in Casper, accompanied by Brother Jabez (Rev. Peter Miller), the prior of the congregation, and another brother, making a pilgrimage down the Lancaster road in the last week of March, 1786, to Philadelphia. They traveled on foot, as was their custom, clad in the rough habit of their order with staff in hand, Casper, in addition, carrying a pair of saddle bags. When the trio arrived at the Warren they craved admittance, but received a rebuff from Mather, who told them "no beggars were wanted around there," so the three brethren continued on to the city. Penn, who was known to Brother Jabez, was at once called on, the price agreed upon, the conveyance made, executed and acknowledged in open court, March 31, 1786, before Hon. Edward Shippen, President-Judge of the Common pleas. This document states that the Hon. John Penn, Esquire, and Dame Anne, his wife, convey to Casper Fahnestock, of Cocalico township, Lancaster county, shopkeeper, the Warren Tavern plantation of 337 acres, the consideration being two thousand pounds lawful money of Pennsylvania in specie of gold or silver. This money was paid out of the saddlebags which Casper had carried all the way from Ephrata, the subscribing witnesses being Peter Miller and Joan Louis Patey. The trio immediately started west on their return in the same manner as they had come. Casper's saddlebags were lightened of their weight of coin, but contained the plantation in its stead. On their arrival at the tavern, it was long after nightfall. The mystic brethren, however, stopped and inquired for Mather, who had, it seems, already gone to bed. As the latter came down in gown and slippers, Casper told him that he was now the owner of the property, and intended to remain and examine his purchase in the morning, a proceeding to which there was no objection

from the now obsequious Mather. In a few days the old Tory made a vendue, at which Casper was a frequent bidder, and ere the first week of April had elapsed the old Roadside Inn was in charge of the German Sabbatarian from the Monastery on the Cocalico. The new host, although an old man, being over sixty years of age, soon made his presence felt with the wagoners and travellers on the road. In view of the succeeding events, an extended notice of the first of the name in Chester county, as well as his successors will not be amiss.

Casper Fahnestock was a native of Germany, born in 1724. He was the eldest son of Dietrich Fahnestock, the founder of the "whole tribe of Fahnestocks" (in America), as the inscription calls him on his tombstone in the old God's Acre of the Sabbath-keepers at Ephrata, on the banks of the Cocalico. Dietrich, the elder, came to this country with his wife, child and two sisters, in 1726. His sole possessions consisted of an axe, a weaver's shuttle, a Bible and a German thaler. He first settled on the Raritan River in New Jersey where the family lived for a number of years, but becoming convinced of the truth of the Sabbatarian doctrine, joined that body of Christians, and about 1748 we find the family residents of Ephrata. In the next year, June 21, 1749, a patent was granted him by the Governor for 329 acres of land at ? ? ? ? as the founder of the "Chester County" Fahnestocks. Casper, as were the rest of the family, was a member of the Ephrata community; his aunt even entered the Convent Saron, and became known as "Sister Armilla"; they were all consistent Sabbath-keepers, Casper and his wife Maria in addition keeping several other mosaic laws, such as eschewing the use of pork, the use of meats and milk at the same meals, &c. It was from these peculiarities that the

common impression arose among his English neighbors, that the family were of the Jewish faith.

The new owner had no sooner taken charge than the tavern at once became the stopping place for all of the Lancaster county Germans. Menish, Dunker, Omish, Lutheran, Reformist and Moravian all found shelter and entertainment with the old "Sieben-Tager"* from Ephrata. Casper was ably seconded by the members of his family; his wife Maria, and mother-in-law, Elizabeth Gleim, took charge of the kitchen, the oldest son Charles presided over the bar, Daniel, who was a cripple, and his brother Dietrich, assisted in the house and tavern-yard, while the two other children, Esther and Catherine, with Charles' wife Susan, attended to the wants of the house, table and guests. Just six months after the family were domiciled in the old tavern Casper's wife's mother, Elizabeth Gleim, died in her 75th year. She was buried on the plantation in a small clearing on the northern slope of South Valley Hill, about one fourth of a mile from the tavern, according to the custom of the Sabbatarians of that day; due north and south, with prayer and song, the ceremonies being conducted by the reverend Prior, of the Ephrata community, Brother Jabez. This spot was in the course of time surrounded by a low stone wall and became the burial ground of the Fahnestock family (Chester county branch) and now through neglect and the ravages of time has become about as gruesome a place of sepulture as it is possible to imagine.

At this period of history the German element had increased to so great an extent in our State, that it actually became a question whether the State should not become a German State, and that all judicial and legislative proceed-

* Member of the mystic Seventh-day Baptist Community of Ephrata, Lancaster Co., Penna.

OLD INNS ON THE LANCASTER TURNPIKE.

NOT IDENTIFIED.

MT. VERNON (No. 48), FROM WEST.

NOT IDENTIFIED.

WASHINGTON TAVERN (No. 42), WEST OF 42ND MILESTONE.

PHOTOS. BY OWEN M. BRUNNER, ESQ., 1912.

ings be held in that language. In 1787, the German high school was established with a grant of 10,000 acres of land. German was introduced into the different charity and township schools; all tending to lay the foundation for a German commonwealth; the plan cherished by the projectors was to eradicate the English language completely. The German element held together and won victory after victory at the polls over the "*die dummen Irischer,*" as their English-speaking opponents were called. At last their preponderance became so great that everything seemed favorable to bring about the result, viz.: That the German language would be legally declared to be the tongue of the commonwealth, when the French revolution broke out with its attendant influx of French refugees, French ideas of atheism, (foreign to the German character), liberty, equality, etc., etc. This was followed by the general war in Europe, and the almost total cessation of emigration from Germany. During this state of affairs the English-speaking element gained strength from day to day, and the German struggle for supremacy, so auspiciously begun, soon declined; and it was not long before the high school at Lancaster, which was to have been the great university of America, became a thing of the past. Politically, however, the Germans for many years continued to hold the balance of power.

Among the wagoners and travelers on the turnpike the German element was so largely in the majority that no public house could succeed unless some one in charge was conversant with the German tongue. As there was no question about the nationality of the new host of the Warren, he being German to the core, his great difficulty was from the start to provide for those who sought his shelter. Further, by his attention to business and the cleanliness of the house, the Inn soon became a desirable stopping place

for "Irisher" or "Gentleman," as well as for the "Deutscher." It even became a station for the professional express rider, a character and occupation long since passed away and forgotten.

Thus matters went on, the patronage and renown of "the Dutch tavern," as it was called by the wagoners, increased with the travel of the road, and the proprietor kept pace with the requirements of the traveling public. Casper kept the Corduroy Causeway through the swamp in better repair than it had been heretofore, a proceeding which pleased the frequenters of the road and proved another feature to attract custom to the Inn. This causeway was to the north of the present turnpike bridge, and before this time was one of the worst places on the Lancaster road, being often impassable in the spring and winter.

Some idea of the difficulties of the travel in that day may be gleaned from the following letters, written just a century ago by Miss Marie Penry, the daughter of a celebrated Welsh physician. She was one of the Moravian Sisterhood at Lititz, and gives a graphic description of her trip from Philadelphia to Lancaster. Nothing could illustrate more forcibly the great change which has taken place during the century in the time and manner of communication between the two places. Miss Penry writes that she set out from Philadelphia on a Friday morning in November, leaving the city at 8 o'clock. Her traveling companions consisted besides the driver of Mr. Tilt and wife, and two children, seven years old, twins. He was a British officer who had been a prisoner of war at Lancaster, and there married, and on his release went to Halifax, and was now on his way to see his relatives. This composed the load. When they arrived at Fahnestock's they stopped

for refreshment for man and beast, and there met an Irish gentleman and his wife who had arrived in the country but a few days before, and were now on their way to the western end of the county. They had hired a chair and came thus far, when their driver refused to proceed on account of the bad condition of the roads, and being unable to procure any conveyance were in consequence stranded in a strange land. When the party started on their journey they took the "Irish Gentlewoman" as the letter calls her, in the stage with them, and as her husband could not even get a horse for hire, he was obliged to travel on foot along side of the stage. Thus the journey to the Brandywine commenced. It was, however, not destined to continue to the end of their goal, as the extra weight in the stage with the roughness of the road, had a bad effect on the vehicle, which proved unequal to the strain. The party had not proceeded far ere a crack was heard, and the hind axle broke, letting the stage down on the road. Fortunately the horses were stopped and the passengers gotten out of the wreck without injury. The party, the letter continues, now all footed it Indian fashion to the nearest inn, which was about two miles from where the stage broke down (probably the Sheaf of Wheat). On their arrival they partook of an ordinary wayside meal. The spirits of the party were clouded by the prospect of having to pass Saturday and perhaps Sunday there. However, after the meal was finished a countryman offered to take the party to Downing's for a consideration, as a great favor. His team proved to be a country wagon without springs or cover, with no seats other than bundles of rye straw. Into this vehicle, Miss Penry continues, we went with all our packages, and our Irish gentleman, who seemed to think that "humble riding was better than proud walking on

foot" was but too glad to avail himself of the opportunity to join the party. Thus the party arrived long after dark at the hospitable house of the "Downings"; as the fair writer adds—"Politeness and good nature had lessened every difficulty."

The time, 1789, from Philadelphia to Downings, was over twelve hours, express time 1889 is one hour.

At this period there were two matters agitating the community, both of which seriously affected the usually imperturbable inn-keeper. One was the question of making a stone highway, chaussie, or turnpike, to take the place of the old road. The second was the action taken by the Federal government in taxing whiskey, a matter which was destined to lead to the most serious consequences.

A fact not generally known is, that the first organized opposition to the new excise law, took place in our Chester county, and the exciseman or collector was roughly used, barely escaping with his life. The rioters, however, were convicted and punished severely by the State Courts. On that occasion the foreman of the jury told the Attorney General "that he was much or more opposed to the excise law than the rioters, but would not suffer violators of the law to go unpunished."

This opposition thus started extended to the western counties, where it culminated in 1794, in what is known in history as the "Whiskey insurrection." When President Washington issued his requisition for military force to quell the incipient insurrection against Federal authority, Governor Mifflin, in response to the Federal proclamation, made a personal tour through the eastern part of the State to arouse the military spirit of the populace. In the progress of this trip he came through Chester county and addressed the people at various points, among others the

Warren Tavern is named, where, it is stated that, notwithstanding the protests from the proprietor, who, as a consistent Sabbath-keeper, was a non-combatant, a recruiting office was opened and a company recruited by Edward Pearce, which became known as "Captain Parker's Company" of Colonel Harris' Regiment, Edward Pearce being promoted to the Adjutancy. It was not long before the tocsin of war, the piercing note of the fife, and the heavy tread of armed men was again heard in our peaceful valley. Most of the troops, however, marched by way of the Swedesford, striking the Lancaster road a little below the "White Horse." The baggage and supplies came out over the new turnpike, which had been made here and there in sections between the Warren and the city, but which on account of the ignorance displayed by those having the enterprise in charge was almost impassable, even for the baggage trains. However, the incipient war in Western Pennsylvania was soon over, when the efforts to perfect the new turnpike were redoubled; the long bridge was built and the new road at the "Warren" occupied almost all the roadbed of the provincial thoroughfare. Casper, to be up to the times, and foreseeing the large increase in the travel, at an early day set about to prepare materials for a new house on as large a scale as the Siters had built six miles below. This new house was built so as to face on the north side of the turnpike. The old "Admiral Vernon," similar to all of the inns on the Lancaster road, was built on the south side of the road, and it was not long ere the new sign board of the "General Warren" swung in its yoke on a high mast near the southeast angle of the new turnpike tavern.

With the native thrift of old Casper and his family all the work had to be done by themselves—trees were felled,

hewed and sawed, lime burned, sand hauled and stone quarried—for the new hostelry. A curious anecdote is told about old Casper in connection with the latter labor: During the fine moonlight nights in summer "Old Cas," as he was called, would make his men work in the quarry long after supper, or, at least, would go and swing the sledge by himself. This was not to the taste of the young generation, and several made up their minds that they would stop the old German and get him out of his Dutch notions. So the Pearce boys, the next night, rigged themselves up in horns and blankets, carrying heavy log chains, and quietly getting near where the old man was cracking the stone in the moonlight, jumped up, rattled their chains and uttered unearthly yells. The old man, startled for a moment, resumed his labor as unconcerned as if they were trees, merely saying: "I bees not afrait von yous if you bees der teufel," finishing up with, "Wer auf Gott vertraut kan weder tod nocht teufel schaden,"* and calmly continued his work.

Another one relates how it would worry the old man during harvest when the mowers or reapers would sit down longer for rest or refreshments than he thought they ought to, and when he could stand it no longer he would come up and say, "Now, poys, youse takes a bissel grog (whiskey and water) ; es is not goot so long to sitz on de kalt grund; takes a bissel grog and youse goes on."

The new tavern, however, was built and ready long before the turnpike was a complete success, for many were the trials of the public spirited projectors of the enterprise. With the completion of the turnpike there came a demand for increased mail facilities. The government then engrossed with the French question and the impending war with that power, yet found time to accede to the demand

* Whoever trusts in God neither death nor Satan can harm.

SCENES ON THE LANCASTER TURNPIKE BETWEEN THE 43RD AND 45TH MILE STONES.

VIEW NEAR 45TH MILE STONE.
AN OLD SIGN POST.

RUINS OF AN OLD LIME KILN.
43D MILE STONE.

PHOTOS. BY OWEN M. BRUNNER, ESQ., 1912.

of the people. A post office was established in Downingtown April 1, 1798, the only one between Philadelphia and Lancaster, and the official announcement was made that there would be three mails per week between Philadelphia, Downingtown and Lancaster, closing one-half hour before sunset every Monday, Wednesday and Friday. This was hailed with satisfaction by everyone.

In connection with the French war excitement of 1798 there is a curious anecdote. Early in the year envoys were appointed to France by President Adams. One of these, Callender by name, in place of embarking for France left the city on a tour westward. Why or what for was not known at the time. He got as far as Fahnestock's and remained there several days, until on the morning of July 13th, when he was found by a teamster a little after day break laying over 21st mile-stone dead—drunk.

The explanation of Commissioner Callender's strange conduct is very simple when it is known that three fugitive French Princes, Louis Phillipe, Duke de Montpensier and the Count de Beaujolais, were at that time sheltered under the humble, but hospitable roof of the old German Sabbath-keeper. It would be difficult to imagine a greater contrast than the home of these scions of French royalty at that time with their former residence, viz., the Palais Royal at Paris. The humble Roadside Inn, however, had this great advantage, the three princes were as safe as the humblest laborer in the land; their heads were safe on the shoulders of their effete bodies.

It was to consult with these princes that Callender came to the old Roadside Inn. The princes naturally did all they could to favorably impress the Commissioner and gain him for their cause. In this attempt they drew heavily on their scant resources, plying the Commissioner liberally

with numerous bottles of old Madeira, which had been bought by Casper at Mather's sale and which it was claimed had come over the water, while yet the signboard bore the legend "Ye Adm'll Vernon."

It was in this eventful year (1798) that the capital city was again visited by the yellow fever scourge. A camp for patients was established beyond the Schuylkill, and donations of farm and garden produce were solicited. The Fahnestocks at once took active measures to collect and send the needed supplies to the sufferers, vieing with the Downings and Joseph Moore, of East Whiteland, in supplying the necessaries and luxuries to the sick and convalescent poor of the fever-stricken city.

After the road was finished and by its advantages and superiority over the common roads came into universal favor, with teamsters and travellers, the old tavern stands soon had more patronage than they could accommodate; this was especially the case with the Fahnestock's. Old Casper although having long passed the allotted period of three score and ten, still continued as host and proprietor of the house, holding to the German maxim that "No father should give the reins of his hands to his child as long as he lived." However, in 1789, old Casper then in his 77th year, was forced by the infirmities of age to relinquish the house to his son Charles, who was then in his 37th year, and in whose name the license was granted for the last year of the Eighteenth Century.

In the next year (1800), the present blacksmith shops were built on the turnpike. As before stated, the old shop on the Lancaster road stood in the meadow, about five feet north of the turnpike bridge. The top of the roof of the old shop was on a level with the low parapet of the present bridge and stood there for many years.

As has been mentioned in a previous article, during the period of 1790–1800 when Philadelphia was the capital of the United States, there were frequently delegations of the Indian tribes, who travelled up and down the road in their journey to visit the "Great Father"; on one of these visits an occurrence took place, which caused much speculation, and remains to the present day an unsolved problem, notwithstanding the many attempts made by the Fahnestock family and many others to solve the enigma. It was as follows: A short time after the turnpike was finished an Indian coming down the road had broken something about his gun, and, when he came to the Warren asked the smith at the shops to repair it. The blacksmith had just run out of charcoal, which was the only kind of coal then used by smiths, and told the Indian that he could not fix his gun until he had burnt a new kiln of charcoal. The Indian asked him if he would do it if he got him coal, and getting an answer in the affirmative he took up a pick and basket which were in the shops, and giving a grunt started for the woods on the South Valley hill. He returned in about half an hour with a basket full of black rocks or stones. The smith tried to make the Indian understand it was coal that he needed. The Indian merely put some of his black stones on the hearth and pulled the bellows, and to the surprise of the smith the stones commenced to burn. The Indian merely said, "White man now fix gun." The now thoroughly surprised smith found the Indian's rocks equal to his best charcoal. The gun was repaired, and the smith was naturally anxious to know where the burning stones were found, but nothing could induce the Indian to divulge where he had found it except that he said "there was much—much," pointing towards the wooded hillside. Many were the efforts made from

that day to this to discover the location, but so far without success.

Although with the advent of the nineteenth century Philadelphia had ceased to be the capital city the traffic on the turnpike showed no diminution; our road became the great highway to the West. Stage lines were started to all points, while wagoning and emigrants increased to such an extent that ere long the licensed houses on the road between Philadelphia and Lancaster averaged one to the mile, and even then the farm houses adjacent to the highway were often called upon to accommodate the overflow.

When the political question cropped out in relation to the western territory, which culminated in the "Aaron Burr" fiasco, it became imperative as early as 1804 that regular communication should be maintained between Philadelphia and the Ohio at Pittsburg, other than by the always more or less uncertain post or express rider. Satisfactory arrangements, however, were not consummated until after much effort on the part of the federal authorities. The first notice of the new enterprise was the following quaint announcement—it was published in but a single paper, and is here reproduced in full as a contrast to the railroad advertisements of the present day—viz.:

PHILADELPHIA & PITTSBURG

MAIL STAGES.

A contract being made with the Postmaster General of the United States for the carrying of the mail to and from Philadelphia and Pittsburgh, in stage wagons, a line of stages will be in operation on the first of July next, on same route, which line will start from John Tomlinson's Spread Eagle, Market street, No. 285, Philadelphia, and from Thomas Ferree's, the Fountain Inn, Water street,

Pittsburgh; and perform the same route in seven days from the above places. Passengers must pay $20.00 each, with the privilege of twenty pounds of baggage, all above that weight, or baggage sent by above line, to pay at the rate of $12.00 per 100 pounds, if the packages are of such dimensions as to be admissible for conveyance.

The proprietors of this line of stages, well knowing the arduous undertaking of a new establishment, and aware of the laborious task and expense that the prosecutors of their necessary engagements will require, are determined that their conduct shall be such, as they trust will be sanctioned by a discerning public and receive their support.

Printed cards will be distributed, and may be had at the proprietors' different stage houses, giving a full detail of the distances and times of arrival at the several towns through which the line shall pass.

N. B.—Printers who shall think the above establishment a public benefit will please give the same a place in their respective papers a few times.

Philadelphia, June 13, 1804.

As announced in the above advertisement, promptly at 8 o'clock on the morning of the 4th of July, 1804, a fit day for the starting of the new national enterprise, the stage which was to be the first to run through from the Delaware to the Ohio was drawn up in front of Tomlinson's Spread Eagle stage office, then at the northeast corner of 8th and Market streets, the four prancing horses with bridles gaily decorated with red, white and blue ribbons. Long before the starting time the mail was in the "boot," the straps drawn tight, the booked passengers in their seats, while as a last precaution an extra keg of fistoil and tar was slung to the hind axle, the lynch pin examined and the dust proof

covers fastened over the hubs. Then after another glass was drunk the driver and armed guard took their places on the box, the lines tightened, the whip cracked and the pioneer mail stage to the West left the stage office among the cheers of the assembled multitude and whirled rapidly out Market street towards Center Square, where another ovation awaited the stage and its occupants from the citizens who were preparing to celebrate Independence Day. The new permanent bridge was quickly passed and the ironclad hoofs of the four prancing steeds clattered on the smooth turnpike. At every tavernstand the passing mail was received with cheers and wishes of Godspeed and safe journey to the travelers. Stops were only made at such stagehouses as the Buck, Eagle, Paoli, and there for liquid refreshment only. It was near two o'clock in the afternoon, as the stage dashed down the Valley hill through the toll gate at the twentieth milestone, when the guard blew six sharp blasts on his bugle—this the signal to the host of the "Warren" how many guests there would be for dinner; then came the notes of "Independence Day," the "Yankee Doodle," the echo taking them up and returning them through ravines on the hillside a hundred fold. Hardly had the echo faded, when the four prancing steeds were reined up in front of the "Warren." The stage door was quickly opened, the passengers alighting and meeting with a greeting as only Charles Fahnestock was capable of extending to the wayfarer. The dust was quickly washed down with cold punch, when dinner was served, toasts drunk and ample justice done to the viands. In the meantime the anvil of the shops had been brought out into the road and improvised as a cannon, and load after load was fired in honor of the occasion. During the dinner the relays had been brought out, and the stage was once more ready

for the journey westward. Another punch was drunk, hands shaken, and amid wishes of Godspeed, the reports of the improvised artillery, and the cheers of the assembled neighbors, mingled with the bugle notes of the guard, the stage with its freight started merrily up the hill on its way towards the Ohio.

This enterprise of running mail stages through to Pittsburg formed the theme of conversation for the balance of the week. Many were the different opinions pro and con —prophecies of failure and adverse criticisms; yet notwithstanding the headshaking and discouraging comments of Old Casper, the stage went through, arrived safely on time in a week, and the through mail was an established fact. These stages were what in later years was known as the "Good Intent Line." The route lay from Lancaster to Chambersburg, by way of Carlisle and Strasburg; arriving in Chambersburg in two and one half days, averaging about four miles an hour, from the latter place to the end of the journey; the progress under the most favorable circumstances was much slower, the distance from Chamersburg to Pittsburg, about 150 miles, taking four and one half days, or about two to two and a half miles an hour. There were thirty-five regular stopping places or stages between the two cities. At first the enterprise was slow in coming into favor with the traveling public. It was not until the following year (1805) that the proprietors were taxed to their capacity and were forced to run an occasional special or extra coach; this was necessitated by the excitement caused by the Burr Exposition, which had then reached its culmination; the success of the through stage line opened a new era for the Warren, and the house under the management of Charles Fahnestock, became known to travelers in this country and Europe, as one of the best kept

houses in America. He was a rather spare built man, of 5 feet 11 inches, with a full beard, and always wore a brown or snuff-colored coat and spoke with a strong German accent. He was very particular in regard to the sale of liquors; ordinary local patronage and wagons were not encouraged. The bar was a small arrangement very high, and slabs running about 2 inches wide, and 3 inches apart, running from bar to ceiling. In front there was a small opening with an outside shelf holding about four glasses. The liquor was measured out by the gill or half gill and passed through this opening. When the landlord thought a patron had enough he would refuse him any more telling him quietly "to sit down awhile." The tavern keeper confined himself strictly within the old law of 1762 by which "Taverns were allowed to sell to regular inmates and travellers in moderation," (Acts Assembly, vol. 1, pp. 19–21—fol. Phila. 1762.)

The Fahnestock family had no sooner learned the principles and teachings of their guests than the Owens, Miss Wright and their followers were kindly and firmly informed by Charles Fahnestock that they would have to seek other quarters, that the house would afford them shelter no longer, nor would he harbor anyone who promulgated sentiments similar to theirs, which were so foreign to all religious and moral teachings. Another guest during the agitation of Owen's plan for colonization in the Great Valley was his Highness Bernhardt, Duke of Sachse-Weimar-Eisenach, who was then on a visit to this country. The attempt of Owen to interest the nobleman in his scheme resulted as did all of Owen's plans—in failure.

As before stated, local custom was not encouraged by the inn-keeper, regular habitues of the tavern were few, and such as there was were respectable and sober. Charles

Fahnestock was naturally a temperance man, and had the courage, when the house was at the height of popularity, to close his bar on Sunday. This was an unheard-of innovation at that day, which called down much adverse criticism upon him. He, however, persisted, and even went so far as to hang a sign over the bar

NO LIQUOR
SOLD ON THE
SABBATH

and he had enough moral courage to adhere to the determination. Among the few of the neighbors who were frequently to be seen on the tavern porch was an Englishman of means, Thomas Bradley, between whom and the innkeeper a strong bond of friendship had arisen. It lasted until death parted the two friends in 1829. Thomas Bradley was buried in the Fahnestock ground and is the only stranger who rests within the enclosure.

Another visitor who was occasionally to be seen at the Warren was Charles Fahnestock's cousin, Andrew. He was a Sabbatarian, and on account of his originality and appearance always attracted the attention of strangers. He always travelled on foot, dressed in a long drab coat, wearing a broad brimmed white hat, and carrying his long "Pilgerstab" (staff) in his hand. He was at one time quite wealthy, but gave all his wealth to the poor, saying "The Lord would never suffer him to want." He would never receive any salary for his services as preacher, trusting entirely in the Lord for his support. On these visits he would often take his cousin to task for joining the Presbyterian Church with his family and failing to keep the Sabbath (7th day), as had his ancestors before him.

The preacher on his journeys along the pike was often made the subject for the teamsters' jokes, who met him, but, as we would say at the present day, Andrew never got left. On one of these occasions, a teamster asked him if he believed in the devil. Andrew answered that "he read about him in his Bible." The wagoner then asked him if he ever saw the devil. The answer he got was, "I never want to see him plainer that I do just now." The ribald wagoner had no more questions to ask the German Sabbatarian.

At the commencement of the fourth decade (1830) travel had increased to such an extent that greater facilities and shorter time was demanded by the traveling public. To meet this demand the proprietors of the stage line, S. R. Slaymaker & Co., from Philadelphia to Chambersburg, and Reside Slaymaker & Co., from Chambersburg to Pittsburg, increased their stock and facilities to so great an extent that in 1831 they announced that they would henceforth run two daily lines to Pittsburg, viz.: The U. S. Mail stage, the "Good Intent Line," would leave their office, 284 Market street, Philadelphia, above 8th street, every morning at two o'clock a. m., for Pittsburg, via Lancaster, Harrisburg, Carlisle, Chambersburg, Bedford, Somerset and Mount Pleasant, going through in three days; only six passengers being admitted to each stage, as many stages were to be run as called for by the passengers, they averaging about six daily.

The Mail Telegraph stage line left Philadelphia at 6.30 a. m. by way of Greensburg from Bedford, making the trip in four days. This service was especially recommended to families or ladies, as the telegraph line avoided the fatigue of night travel. Firstrate horses, careful drivers and splendid new coaches were held out as the inducement to

the traveling public. In September, 1831, during the height of the traveling season the tavern was discovered to be on fire. It was first discovered over the kitchen, and is supposed to have been caused by a defective flue or chimney. The whole structure soon fell a victim to the destroying element.

A curious anecdote in connection with the fire was long current. As soon as the alarm was given Charles called on several of the willing helpers to carry down the old German chest, which had belonged to his father, Casper. It was so heavy that it took five men to carry it. The innkeeper had it carried across the road. He then sat on it and calmly watched the destruction of his valuable property. His action at the time caused much comment. No information was vouchsafed. After the fire was subdued and the danger to the outbuilding over, Charles had the chest carefully carried to the house just east of the bridge, never leaving the chest out of his sight until it was again in a place of safety. The explanation to this was—the old German oaken chest was his bank, weighted down by the roleaux of gold and silver coin, which were stored between the folds of several old coverlids.

The house was at once rebuilt on the solid walls, which were unharmed by the fire, and on its completion enjoyed an increased patronage.

In the month of April, 1834, the Philadelphia and Columbia Railway was open for travel. For a time the Green Tree had been the eastern terminus for the stages. So far the Warren had not felt the effects of the new improvement. Within a month after the first train went down the road drawn by the "Black Hawk" matters changed. The stage coaches were withdrawn east of Columbia. It was the twentieth of May, a dark rainy day, when the last regular stage passed the Warren on its way

eastward. The Fahnestocks, similar to many other tavern keepers who were off the railway, had no faith in its ultimate success. The various local stages still ran, so did the Pitt teams, but neither were accustomed to stop at the Warren, nor could the old tavernkeeper bring himself down to cater to that class of custom. For a while a stage was run from the West Chester intersection to the Warren for the benefit of such travelers who wanted to stop at the Warren, but the arrangement was soon discontinued. Charles Fahnestock, now well-advanced in years and disgusted with the existing state of affairs, turned the inn over to his son William, who had become a strict Presbyterian and member of the Great Valley Church, much against the wishes and advice of his "Uncle Andrew," who was wont to tell him that all of his plans would "go aglee" unless he returned to the faith of his forefathers and kept the seventh day. William, however, turned a deaf ear to his relative, and became a prominent man in the church. Beside being active in all church matters, he was for some years the "precentor" and led the singing.

Wm. Fahnestock had presided over the inn not quite three years when his father was gathered to his people, and was buried with his father in the old family plot on the Valley hill, the Rev. Wm. Latta consigning the body to the grave. It is said that this was the last interment in the ground.

William now had full sway, and as he was a strong temperance man he at once stopped the sale of liquor, and to the surprise of the frequenters of the pike a new sign board appeared in front of the "Warren," not high up in the yoke as of yore, but flat in front of the porch. It was an oval sign hung on pivots and fastened with a hook. During six days of the week it read:

WARREN

TEMPERANCE

HOTEL.

At sundown on Saturday the sign was turned and until Monday it read:

NOTHING

SOLD ON THE

SABBATH.

The new departure did not meet with favor, and the patronage of the house rapidly decreased. The new host, in his temperance idea, eventually went so far as to cut down the large apple orchard which was in the field opposite the house, south of the pike. This was done so as to prevent the apples being used for cider. The year after the experiment of keeping a temperance hotel failed—summer boarders were tried with varying success. William also made several attempts to locate the traditionary coal mine of the Indian, shafts were sunk at different points on the South Valley hill, but were eventually abandoned. He also went extensively into the *Morus Multicaulis* craze* which ended in failure. It seemed, as if not only the glory of the house had departed, but that the prophecy of the old Seventh-day Baptist preacher, "Uncle Andrew," was coming true.† So in the next year, 1838, Wm. Fahnestock divided the tract up and sold it to various parties, the tavern and adjacent fields being bought by a Mr. Thompson, who kept it one year and then sold it to Professor Stille, of Philadelphia, who in turn sold it in 1846 to the present owners.

* The silkworm craze.

† *Vide* p. 77, supra.

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